GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Comparative Abstract of Traffic on Indian Railways for the four quarters of 1873 *and* 1874.

Quarters.	East Indian. Main Line.		East Indian. Jubbulpore Line.		Eastern Bengal.		Calcutta and South-Eastern (State).		Nulhatee (State).		Oudh and Rohilkund.		Sindh, Punjab and Delhi.		Madras.		Great Southern of India.		Carnatic.		Great Indian Peninsula.	
	1873	1874	1873	1874	1873	1874	1873	1874	1873	1874	1873	1874	1873	1874	1873	1874	1873	1874	1873	1874	1873	1874
1ST QUARTER.																						
Total earnings ... £	676,380	961,909	49,185	60,539	a 66,303	a 91,227	2,836	2,847	2,457	2,292	21,146	41,169	b 123,979	b 206,636	167,515	134,318	29,777	20,451	785	770	611,987	634,258
Train mileage ... No.	1,280	1,280	224	224	157	158	28	28	27	27	307	515	673	673	835	858	168	168	19	19	1,266	1,266
Average receipt per week ... £	52,029	73,985	3,784	4,657	5,100	7,017	220	219	189	176	1,627	3,167	9,533	15,895	12,886	10,332	2,291	1,573	60	59	47,076	48,789
Average receipt per week per mile open ... £	40·6	57·8	16·9	20·8	31·8	44·4	7·9	7·8	7·0	6·5	5·3	6·1	14·2	23·6	15·4	12·0	13·6	9·4	3·2	3·1	37·2	38·5
2ND QUARTER.																						
Total earnings ... £	f 642,161	f 989,408	52,222	96,639	a 67,415	a 76,877	2,929	2,737	2,155	2,412	30,483	54,930	b 130,885	b 205,890	169,880	127,893	29,714	21,266	1,303	1,410	441,721	502,186
Train mileage ... No.	1,280	1,280	224	274	157	158	28	28	27	27	349	537	673	673	836	858	168	168	19	19	1,266	1,263
Average receipt per week ... £	49,397	76,108	4,017	7,434	5,186	5,914	225	211	166	186	2,345	4,225	10,068	15,838	13,068	9,838	2,286	1,636	100	108	33,979	38,630
Average receipt per week per mile open ... £	38·6	59·5	17·9	33·2	33·0	37·4	8·0	7·5	6·1	6·9	6·7	7·9	15·0	23·5	15·6	11·5	13·6	9·7	5·3	5·7	26·8	30·5
3RD QUARTER.																						
Total earnings ... £	467,413	585,990	24,997	29,419	a 75,766	a 83,283	1,946	2,019	1,767	1,915	23,014	41,814	b 121,280	b 129,812	134,520	140,197	South Indian. 1873. 22,054	1874. 24,538	187	187	1,266	1,266
Train mileage ... No.	1,280	1,280	224	224	157	158	28	28	27	27	403	540	673	673	843	858	187	187	6	6	412	429
Average receipt per week ... £	35,955	45,076	1,923	2,263	5,828	6,406	150	155	136	147	1,770	3,216	9,329	9,986	10,348	10,784	1,696	1,888	23	36	16,899	18,910
Average receipt per week per mile open ... £	28·1	35·2	8·6	10·1	37·1	40·5	5·4	5·5	5·0	5·5	4·4	5·9	13·8	14·8	12·3	12·6	9·1	10·1	13·3	14·9	13·6	12·3
4TH QUARTER.																						
Total earnings ... £	f 780,069	f 650,439	51,632	48,440	x 73,550	a 73,844	2,475	2,346	2,066	1,893	37,768	62,967	b 178,056	b 140,343	141,304	130,112	23,799	23,911	431,928	441,496	6,304	9,313
Train mileage ... No.	1,280	1,280	224	224	158	158	28	28	27	27	442	540	673	673	858	858	187	187	1,266	1,266	8	8
Average receipt per week ... £	60,005	50,034	3,972	3,726	5,658	5,680	190	180	159	146	2,905	4,845	13,697	10,796	10,870	10,009	1,831	1,839	33,225	33,961	25	67
Average receipt per week per mile open ... £	46·9	39·1	17·7	16·6	35·8	35·9	6·8	6·4	5·9	5·4	6·6	9·0	20·4	16·0	12·7	11·7	9·8	9·8	26·2	26·8	3·1	8·4
TOTAL FOR THE YEAR.																						
Total earnings ... £	2,566,023	3,187,646	178,036	235,037	283,034	325,231	10,216	9,949	8,445	8,512	112,406	200,880	554,150	682,681	613,219	532,520	107,432	92,346	1,705,328	1,823,765	1,612	2,694
Train mileage ... No.	1,280	1,280	224	224	157	158	28	28	27	27	375	533	673	673	843	858	187	187	1,266	1,264	8	8
Average receipt per week ... £	49,347	61,301	3,424	4,520	5,443	6,254	196	191	162	166	2,162	3,863	10,657	13,129	11,793	10,241	2,066	1,776	32,795	35,072	49	88
Average receipt per week per mile open ... £	38·6	47·9	15·3	20·2	34·7	39·6	7·0	6·8	6·0	6·1	5·8	7·2	15·9	19·5	14·0	11·9	11·0	9·5	25·9	27·7	6·1	11·0

Quarters.	Khamgaon Branch (State).		Oomraotee Branch (State).		Bombay, Baroda and Central India.		Delhi District, Rajpootana (State).		Agra District, Rajpootana (State).		Holkar (State).		Wardah Valley (State).		Nizam's (State).		Total.	
	1873	1874	1873	1874	1873	1874	1873	1874	1873	1874	1873	1874	1873	1874	1873	1874	1873	1874
1ST QUARTER.																		
Total earnings ... £	949	1,641	1,042	1,390	137,923	145,290	...	5,182	...	2,386	...	e 792	...	e 731	...	...	1,892,244	2,313,728
Train mileage ... No.	8	8	6	6	390	412	...	59	...	33	...	33	...	18	...	...	5,388	5,784
Average receipt per week ... £	73	126	80	107	10,609	11,176	...	399	...	184	...	94	...	87	...	...	145,557	177,979
Average receipt per week per mile open ... £	9·1	15·7	13·3	17·8	27·2	27·1	...	6·8	...	5·6	...	2·8	...	4·8	...	...	27·0	30·8
2ND QUARTER.																		
Total earnings ... £	d 583	e 758	764	776	165,759	201,760	...	7,294	...	6,079	...	2,271	...	e 994	...	...	1,737,974	2,301,580
Train mileage ... No.	8	8	6	6	401	427	...	59	...	96	...	37	...	18	...	...	5,442	5,888
Average receipt per week ... £	49	71	59	60	13,751	15,520	...	561	...	468	...	175	...	93	...	...	133,690	177,045
Average receipt per week per mile open ... £	6·1	8·9	9·8	10·0	31·8	36·3	...	9·5	...	4·9	...	4·7	...	5·2	...	...	24·6	29·8
3RD QUARTER.																		
Total earnings ... £	g ...	g ...	h 177	465	72,721	68,387	2,821	5,853	...	7,357	...	2,184	...	g ...	...	...	1,168,168	1,369,058
Train mileage ... No.	...	...	6	6	412	429	59	66	...	111	...	37	...	...	...	...	5,564	5,890
Average receipt per week ... £	...	...	23	36	5,594	5,261	217	450	...	566	...	168	...	...	...	...	89,859	105,312
Average receipt per week per mile open ... £	...	...	3·8	6·0	13·6	12·3	3·7	6·8	...	5·1	...	4·5	...	...	...	...	16·2	17·8
4TH QUARTER.																		
Total earnings ... £	k 80	l 295	m 178	l 414	120,482	113,933	6,304	9,313	n 1,785	18,352	...	5,096	...	p 354	...	r 11,459	1,851,471	1,735,007
Train mileage ... No.	8	8	6	6	412	429	59	114	33	145	...	37	...	18	...	121	5,661	6,119
Average receipt per week ... £	25	67	35	93	9,268	8,764	485	716	171	1,412	...	392	...	60	...	955	142,421	133,462
Average receipt per week per mile open ... £	3·1	8·4	5·8	15·5	22·5	20·4	8·2	6·3	5·2	9·7	...	10·6	...	3·3	...	7·9	25·1	21·8
TOTAL FOR THE YEAR.																		
Total earnings ... £	1,612	2,694	2,161	3,045	496,885	529,370	9,125	27,642	1,785	34,174	...	10,343	...	2,079	...	11,459	6,649,857	7,719,373
Train mileage ... No.	8	8	6	6	404	424	59	75	33	96	...	36	...	18	...	121	5,514	5,920
Average receipt per week ... £	49	88	49	68	9,555	10,180	351	532	171	657	...	207	...	80	...	955	127,882	148,450
Average receipt per week per mile open ... £	6·1	11·0	8·1	11·3	23·7	24·0	5·9	7·1	5·2	6·8	...	5·7	...	4·4	...	7·9	23·2	25·1

(a) Exclusive of steamer earnings.
(b) Inclusive of Indus Flotilla earnings.
(c) Receipts for two months.
(d) Receipts for two months and twenty-two days
(e) Receipts for two months and fourteen days.
(f) Inclusive of steam-boat earnings.
(g) Lines closed.
(h) Receipts for one month and twenty-two days.
(k) Receipts for twenty-two days of December 1873.
(l) Receipts for the month of December 1874.
(m) Receipts for one month and six days.
(n) Receipts for two months and twelve days.
(p) Receipts for one month and ten days.
(r) Receipts for two months and twenty-three days.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE, AGRICULTURE, AND COMMERCE.

Return showing the Quantities of Cotton exported from the several Ports of India to British and Foreign Countries for the month of April 1875.

Names of Ports in India whence Cotton is exported.		Quantities of Cotton exported to: United Kingdom.	Austria.	France.	Germany.	Holland.	Italy.	Russia.	Spain.	Other Countries in Europe.	Mauritius.	Africa and other adjacent Islands.	America.	Aden.	Ceylon.	Straits Settlements.	China (Hong-Kong)	Australia.	Total.
		Cwt. lbs.	Cwt. lbs.	Cwt. lbs.	Cwt. lbs.	Cwt. lbs.	Cwt. lbs.	Cwt. lbs.	Cwt. lbs.	Cwt. lbs.	Cwt. lbs.	Cwt. lbs.	Cwt. lbs.	Cwt. lbs.	Cwt. lbs.	Cwt. lbs.	Cwt. lbs.	Cwt. lbs.	Cwt. lbs.
Bengal.	Calcutta	11,955 64	892 96	3,348 2	...	...	267 96	...	...	...	...	...	...	...	...	...	21,388 104	...	37,853 26
	Chittagong	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Balasore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Cuttack	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Pooree	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Madras.	Coconada, Godavery Dist.	803 64	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	803 64
	Ports of Kistna do.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Tuticorin, Tinnevelly do.	9,942 81	803 64	...	...	...	535 80	...	...	...	...	...	...	...	0 12	...	...	...	11,282 13
	Beypore, Malabar do.	112 2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	112 2
	Ports of Tanjore do.	(No report received).		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Ports of Madura do.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Ports of Vizagapatam do.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Ports of South Arcot do.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Madras	10,398 24	...	308 4	...	...	...	...	...	...	...	...	...	...	...	...	147 36	...	10,853 64
	Ganjam	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bombay & Sindh.	Bombay	4,69,974 8	60,445 0	1,79,684 0	7,038 56	32,381 0	12,862 56	75,581 0	23,625 0	...	...	...	...	80 56	...	...	4,022 56	...	8,65,094 8
	Kurrachee	10,339 0	2,327 56	437 56	...	...	875 0	...	...	...	...	...	...	...	...	...	5,325 0	...	19,304 0
	Carwar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Vingorla	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Viziadroog	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Burma.	Akyab	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Rangoon	13,047 28	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13,047 28
	Moulmein	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Tavoy	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Kyouk Phyoo ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Ports in the Ramree Dist.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Total ...	5,26,572 47	64,468 104	1,83,177 62	7,038 56	32,381 0	14,541 8	75,581 0	23,625 0	...	...	...	...	80 56	0 12	...	30 883 84	...	9,58,349 93

A. O. HUME,
Secretary to the Government of India.

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SUPPLEMENT TO
The Gazette of India.

No. 22.} CALCUTTA, SATURDAY, JUNE 5, 1875. {Register No. 75.

OFFICIAL PAPERS.

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE, AGRICULTURE AND COMMERCE.

ABSTRACT SHOWING THE RESULT OF EMIGRATION FROM THE PORT OF CALCUTTA DURING MARCH 1875.

No. 1.—As to Sex and Age.

	Natal.			Mauritius.			Total.		Grand Total.	Remarks.
	M.	F.	Total.	M.	F.	Total.	M.	F.		
Under 2 years ...	7	9	16	16	14	30	23	23	46	No Emigration took place to the West Indies during this month.
From 2 to 10 years ...	21	6	27	31	17	48	52	23	75	
„ 10 „ 20 „ ...	63	11	74	67	21	88	130	32	162	
„ 20 „ 30 „ ...	199	40	239	124	71	195	323	111	434	
„ 30 „ 40 „ ...	26	3	29	88	33	121	114	36	150	
„ 40 „ 50 „ ...	...	...	...	5	...	5	5	...	5	
Above 50 years ...	...	...	...	...	...	...	...	...	...	
Total ...	316	69	385	331	156	487	647	225	872	

No. 2.—As to places whence Emigrants came to Calcutta for embarkation.

Orissa ...	...	...	...	...	...	...	...	...	...	No Emigration took place to the West Indies during this month.
Western Bengal ...	...	3	3	2	...	2	2	3	5	
Central „ ...	1	2	3	1	3	4	2	5	7	
Eastern „ ...	...	...	...	...	...	...	...	...	...	
Behar ...	64	12	76	94	44	138	158	56	214	
N. W. Provinces ...	156	35	191	177	73	250	333	108	441	
Oudh ...	76	14	90	48	23	71	124	37	161	
Central India ...	6	3	9	...	...	...	6	3	9	
Punjab ...	...	...	...	...	...	...	...	...	...	
Nepal ...	13	...	13	1	...	1	14	...	14	
Miscellaneous, Madras and Bombay ...	...	...	...	8	13	21	8	13	21	
Total ...	316	69	385	331	156	487	647	225	872	

No. 3.—As to Caste and Religion.

Hindoos	Brahmins and High Castes ...	47	4	51	42	27	69	89	31	120	No Emigration took place to the West Indies during this month.
	Agriculturists ...	86	22	108	96	35	131	182	57	239	
	Artizans ...	22	10	32	17	14	31	39	24	63	
	Low Castes ...	122	18	140	143	55	198	265	73	338	
Mussulmans ...		39	15	54	33	25	58	72	40	112	
Christians ...		...	...	...	...	...	...	...	...	...	
Total ...		316	69	385	331	156	487	647	225	872	

Memo.	M.	F.	Total.
1. Hindoos ...	575	185	760
2. Mussulmans ...	72	40	112
3. Christians ...	...	...	...
Total ...	647	225	872

SIMLA,
The 22nd May 1875.

A. O. HUME,
Secy. to the Govt. of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE, AGRICULTURE AND COMMERCE.

ABSTRACT SHEWING THE RESULT OF EMIGRATION FROM THE PORT OF CALCUTTA DURING APRIL 1875.

No. 1.—As to Age and Sex.

	Mauritius.			Remarks.
	M.	F.	Total.	
Under 2 years	8	16	24	No Emigration to the West Indies and Natal during this month.
From 2 to 10 years	17	10	27	
„ 10 to 20 „	40	17	57	
„ 20 to 30 „	150	52	202	
„ 30 to 40 „	24	14	38	
„ 40 to 50 „	...	...	...	
Above 50 years	...	...	...	
Total ...	239	109	348	

No. 2.—As to places whence Emigrants came to Calcutta for embarkation.

Orissa	1	1	2	No Emigration to the West Indies and Natal during this month.
Western Bengal	4	1	5	
Central „	2	2	4	
Eastern „	6	1	7	
Behar	48	35	83	
N. W. Provinces	99	43	142	
Oudh	59	15	74	
Central India	1	...	1	
Punjab	...	...	...	
Nepal	1	...	1	
Miscellaneous, Madras, Bombay, &c. ...	18	11	29	
Total ...	239	109	348	

No. 3.—As to Caste and Religion.

Hindoos: Brahmins and high castes ...	30	15	45	No Emigration took place to the West Indies and Natal during this month.
Hindoos: Agriculturists	82	25	107	
Hindoos: Artizans	10	5	15	
Hindoos: Low castes	83	42	125	
Mussulmans	33	22	55	
Christians	1	...	1	
Total ...	239	109	348	

Memo.	M.	F.	Total.
1. Hindoos ...	205	87	292
2. Mussulmans ...	33	22	55
3. Christians ...	1	...	1
Total ...	239	109	348

Simla,
The May 1875.

A. O. HUME,
Secy. to the Govt. of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

IRRIGATION OPERATIONS OF FASL RABI IN THE PUNJAB UP TO 31st MARCH 1875.

Canal Division.	Water distributed during March 1875. Depth in Canal at Regulating Gauge. Full supply.	Actual throughout.	Gross Consumption. C. ft. per second. Estimated full supply.	Actual average throughout.	Navigation return canal. Principal items of traffic. Up.	Down.	Land irrigated (approximate). Zillah.	Acres.	Rainfall. Averages.	During month.	Chief crops (approximate). Name.	Area in acres.	Remarks.
Bári Doáb Canal. 1st Division ...	4·90	3·61	3073·60	499·76	...	...	Gurdáspur...	15,001	2·95	0·40	Wheat ...	124,747	400·01 cubic feet per second passed out from the several escapes on the Bári Doáb Canal. The result of the irrigation during the Rabi of 1874-75, of which this is the last return, contrasts very favorably with that of the corresponding season of the preceding year.
2nd Divn. Main Branch, Lower	4·60	3·40		890·57			Amritsar ...	78,049	...	...	Barley ...	2,395	
2nd Divn. Lahore Branch ...	3·00	2·76		390·29			Lahore ...	75,343	...	...	Mixed Grain...	11,090	
											Others ...	30,161	
Total B. D. Canal ...	...	...	3073·60	...	...	...	...	168,393	...	...	...	168,393	
Corresponding period of last year ...	...	...	3073·60	...	...	...	...	115,504	...	...	...	115,504	
Western Jamná Canals. Karnál Division ...	4·33	4·09	2546·00	66·72	...	290,935 kurris, bullies, logs, &c., and 3,522 maunds of fire-wood.	Ambála ...	2,119	...	...	Wheat ...	133,816	417·14 cubic feet per second passed out from the Badha Khera escape on the Western Jamná Canal. The remarks in regard to the irrigation on the Bári Doáb Canal also apply to the Western Jamná Canal.
Delhi " ...	4·40	4·35		457·02			Karnál ...	38,917	...	...	Barley ...	3,838	
Hansi " ...	8·80	7·30		567·00			Delhi ...	36,651	...	...	Mixed Grain	15,272	
" Bulla Head ...	8·00	7·80		250·00			Rohtak ...	39,209	...	...	Others ...	31,036	
							Hissár ...	39,252	...	...			
							Jhínd ...	26,329	...	...			
							Bikáner ...	304	...	...			
							Kulsia State	1,181	...	...			
Total W. J. Canals ...	...	...	2546·00	...	...	290,935	...	183,962	...	...	...	183,962	
Corresponding period of last year ...	...	...	2546·00	...	...	297,681	...	113,261	...	...	...	113,261	
Inundation Canals. Upper Satlaj Division ...	...	...	...	...	...	...	Lahore ...	5,000	...	...	[Detail not obtainable for want of Establishment.]		
Lower Satlaj and Chináb	...	...	...	...	...	...	Montgomery	25,000	...	...			
Indus Canals ...	...	...	...	...	...	...	Multán ...	...	...	...			
							Derah Gázi Khán ...	50,000	...	...			
Total Inundation Canals ...	...	...	...	...	...	...	...	80,000	...	...	...	80,000	
Corresponding period of last year ...	...	...	...	...	...	...	...	203,000	...	...	...	203,000	
Delhi and Gurgáon Works ...	...	...	...	...	...	...	Delhi ...	4,974	...	...	Wheat ...	5,057	
							Gurgáon ...	3,400	...	...	Barley ...	2,400	
							Rohtak ...	835	...	...	Mixed Grains	460	
											Others ...	1,292	
Total Delhi and Gurgáon Works ...	...	...	...	...	...	...	...	9,209	...	...	...	9,209	
Corresponding period of last year ...	...	...	...	...	...	...	...	12,828	...	...	...	12,828	
PERENNIAL CANALS—GRAND TOTAL ...	...	...	...	...	...	...	...	352,355	...	...	...	352,355	
Ditto—Corresponding period of last year ...	...	...	...	...	...	...	...	228,765	...	...	...	228,765	

W. BROADFOOT, *Captain, R. E.,*
Asst. Secy. to Govt., Punjab, P. W. D., Irrign. Branch.

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SUPPLEMENT TO

The Gazette of India.

Nº 23. CALCUTTA, SATURDAY, JUNE 12, 1875. Register No. 75.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as to the Government of India may deem to be of interest to the Public, and such as may usefully be made known.*

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GOVERNMENT

DEPARTMENT OF REVENUE,

Prices Current of Food-grains throughout

QUANTITIES PER RUPEE

Provinces.	Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Wheat. Corresponding fortnight of 1874.	Barley. Present fortnight.	Barley. Past fortnight.	Barley. Corresponding fortnight of 1874.	Rice (best sort). Present fortnight.	Rice (best sort). Past fortnight.	Rice (best sort). Corresponding fortnight of 1874.	Rice (common). Present fortnight.	Rice (common). Past fortnight.	Rice (common). Corresponding fortnight of 1874.	Great Millet (Cholum, Jowar) *Holcus sorghum*. Present fortnight.	Great Millet. Past fortnight.	Great Millet. Corresponding fortnight of 1874.	Bulrush Millet (Cumboo, Bajra), *Penicillaria spicata*. Present fortnight.	Bulrush Millet. Past fortnight.	Bulrush Millet. Corresponding fortnight of 1874.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras.	Ganjam ...	14 7	14 7	10 3	...	...	...	19 4	19 4	17 8	24 4	24 4	26 1	...	...	...	...	...	...
	Vizagapatam ...	17 0	17 0	14 0	...	...	...	11 2	11 2	11 2	14 7	14 7	13 6	23 8	23 8	25 9	23 8	23 8	33 7
	Godavery ...	12 6	12 6	11 7	...	...	...	20 8	19 8	16 8	22 0	21 0	18 0	...	...	...	...	...	...
	Kistna ...	14 7	14 7	14 7	...	...	...	19 4	19 4	17 0	21 2	21 2	19 6	20 7	20 7	25 0	...	...	...
	Nellore ...	12 6	10 8	11 7	...	...	...	14 3	14 1	13 9	16 0	16 0	16 0	32 2	30 7	23 0	...	...	...
	Cuddapah ...	14 7	14 7	12 5	...	...	...	14 4	13 6	11 5	16 6	15 8	12 4	22 9	22 9	20 5	29 0	29 0	25 4
	Bellary ...	16 3	16 3	13 4	...	...	...	12 8	12 8	11 2	14 6	14 6	13 5	23 7	26 8	28 8	23 5	24 4	26 3
	Kurnool ...	14 9	15 2	14 6	...	...	...	14 5	14 9	12 8	15 7	15 7	13 6	23 3	24 7	28 8	21 2	23 1	25 0
	Madras ...	10 3	10 3	10 6	...	...	...	13 9	14 5	11 2	15 1	15 7	12 4	23 8	23 8	16 8	20 5	20 5	17 9
	Chingleput ...	...	...	...	...	...	...	15 7	16 5	12 0	16 6	17 4	12 8	23 0	21 6	18 7	...	22 4	...
	North Arcot ...	13 1	10 5	11 0	...	...	...	16 8	18 1	14 4	18 8	19 2	15 4	25 5	25 5	26 4	...	23 9	19 8
	South Arcot ...	10 1	10 1	9 0	...	...	...	17 0	17 0	12 6	17 5	17 9	13 1	...	...	20 2	25 0	25 4	17 7
	Tanjore ...	10 3	11 8	10 3	...	...	...	16 2	16 2	13 3	...	...	...	31 0	28 4	25 4	23 2	24 3	18 8
	Trichinopoly ...	11 9	11 9	10 6	...	...	...	15 8	15 8	12 2	16 7	16 7	13 0	...	...	18 2	24 1	22 9	19 0
	Madura ...	10 9	11 3	9 7	...	...	...	15 1	15 1	11 3	16 0	15 6	11 8	24 3	21 1	...	28 7	29 4	22 0
	Tinnevelly ...	9 3	9 3	8 0	...	...	...	12 0	12 0	7 5	13 6	13 6	9 1	...	...	...	19 6	19 6	13 1
	Coimbatore ...	13 1	13 1	10 2	...	...	...	13 0	13 0	11 3	13 8	13 8	11 8	20 4	20 4	18 1	24 3	24 3	18 0
	Nilgiris ...	11 4	11 4	8 5	...	...	...	9 6	10 4	8 8	10 4	11 2	9 6	15 4	18 5	12 3	12 6	16 8	11 2
	Salem ...	13 3	13 3	11 8	...	...	...	16 5	15 7	13 2	17 4	17 4	14 1	23 8	22 3	19 1	24 6	23 2	21 7
	South Canara ...	12 5	12 0	12 0	...	...	...	11 6	10 7	11 6	14 7	14 7	13 7	...	...	...	...	...	...
	Malabar ...	11 5	11 5	10 8	...	...	...	14 2	14 2	12 1	15 0	15 0	13 0	...	...	...	...	...	...
Bombay.	Bombay ...	11 12	10 7	13 4	23 1	23 7	18 9	7 12	7 7	...	12 2	11 13	14 5	20 4	20 4	21 4	19 0	20 7	20 2
	Ahmedabad ...	18 15	19 2	15 12	32 0	32 0	29 0	8 0	8 0	7 0	12 5	13 8	11 0	24 10	24 8	22 0	23 12	23 8	...
	Kaira ...	15 4	15 4	...	32 0	32 0	32 0	10 0	10 0	...	12 5	13 5	...	29 1	32 0	...	20 0	21 5	...
	Surat ...	13 6	13 6	...	12 5	10 10	7 6	8 3	8 11	9 3	10 10	10 10	14 12	17 6	17 6	17 6	16 6	16 6	18 8
	Broach ...	14 8	16 0	15 0	...	...	...	10 0	9 8	...	11 8	12 0	12 0	20 0	20 0	19 0	16 0	16 0	19 6
	Tanna ...	12 0	11 0	12 0	16 0	16 0	16 0	8 0	8 0	8 0	11 0	10 0	11 0	17 0	18 0	16 0	17 0	18 0	15 0
	Kolaba ...	11 6	13 5	11 6	...	...	...	7 10	7 10	7 10	13 5	14 2	...	...	...	...	19 0	19 0	...
	Khandesh (Dhulia) ...	17 8	17 8	...	...	...	...	8 7	8 7	...	11 4	11 4	...	30 0	30 0	...	23 5	24 4	23 10
	Nasik ...	15 8	17 0	...	8 0	8 0	...	6 0	6 0	...	12 0	12 0	...	28 0	25 9	...	24 0	25 8	...
	Ahmadnagar ...	18 6½	18 11	24 0	...	...	...	8 13½	8 11	...	9 13½	9 7½	...	35 1	38 6½	...	29 0½	31 2	...
	Poona ...	14 15	14 15	...	10 3	10 3	...	11 0	11 0	...	12 4	12 4	...	28 4	28 4	...	23 0	23 0	...
	Sholapur ...	19 7	20 13	21 12	...	...	...	13 5	14 0	12 15	15 5	15 13	14 12	26 8	28 7	35 0	30 12	33 1	33 4
	Kaladgi ...	24 3	24 3	18 8	...	...	...	13 13	13 14	10 0	15 1	15 1	11 0	30 12	30 12	27 0	29 11	31 11	27 0
	Satara ...	18 11	18 11	...	...	...	...	10 15	10 15	...	14 5	14 5	...	26 10	26 10	...	25 14	25 14	...
	Belgaum ...	22 11	22 6	16 0	...	...	...	16 5	16 0	14 0	17 5	17 0	14 8	22 5	22 1	19 8	24 0	24 0	22 0
	Dharwar ...	27 3	27 4	21 0	...	...	...	14 2	14 15	11 0	21 14	22 1	15 0	29 12	28 13	24 0	29 3	31 1	25 0
	Ratnagiri ...	11 10	12 15	11 10	...	...	...	11 8	11 8	14 6	12 15	12 15	15 13	...	17 8	17 8	18 3	18 3	19 0
	Kanara (Karwar) ...	14 0	14 0	13 0	...	...	...	10 0	10 0	9 0	14 0	14 0	14 0	18 0	18 0	18 0	16 0	16 0	20 0
	Panch Mahals (Godhra) ...	13 0	13 0	11 0	...	...	...	11 0	11 0	9 0	15 0	15 0	13 0	28 0	28 0	28 0	25 0	25 0	36 0
	Aden ...	...	9 5	...	...	...	...	...	7 0	...	...	8 0	...	...	16 0	...	...	12 7	...
	Asirgarh ...	16 4	16 4	...	...	...	...	11 0	11 0	...	12 0	12 0	...	31 0	30 0	...	30 0	30 0	...
	Baroda ...	12 2	12 2	...	17 1½	18 5	...	8 8½	8 11	...	13 10½	14 0	...	20 8	20 8	...	16 0	17 12	...
	Disa ...	19 1	18 1½	16 3½	...	...	...	7 0	7 0	7 0	10 0	10 0	8 8	34 0	39 2½	22 8	37 0	36 5½	21 8
	Nimach ...	14 0	14 8	...	19 0	19 0	...	...	...	...	8 8	8 8	...	16 8	17 4	...	15 0	15 0	...
	Nasirabad ...	17 0	17 0	15 0	23 15½	23 14½	19 1 1/14	7 0	7 0	7 0	8 0	8 0	8 0	24 0	24 0	15 0	22 0	21 6½	23 0
	Rajkot ...	15 8	14 10	...	...	...	...	6 0	6 0	...	11 0	10 0	...	26 0	25 8	...	...	...	...
	Upper Sind Frontier ...	24 0	24 0	20 0	32 0	29 0	27 0	10 0	10 0	10 0	14 0	14 0	16 0	30 0	30 0	32 0	32 0	32 0	32 0
	Karachi ...	14 0	14 0	14 0	26 0	26 0	24 0	8 0	8 0	8 0	9 0	10 0	10 0	20 0	20 0	22 0	18 0	18 0	19 0
	Haidarabad ...	No re	turn, re	ceived	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Shikarpur ...	20 0	20 0	16 0	27 0	27 0	24 8	10 0	10 0	10 0	14 8	14 8	16 0	24 8	24 8	23 0	26 8	26 10	31 0
	Thur and Parkur ...	19 0	19 0	15 0	...	...	24 0	9 0	9 0	13 0	11 0	11 0	14 0	20 0	20 0	24 0	18 8	18 8	18 8
Bengal.	*Western Districts.*																		
	Burdwan ...	17 8*a*	20 0	12 8	24 0	25 0	19 8	15 8	17 8	13 8	17 0	18 8	14 0	...	...	...	...	...	...
	Bancoorah ...	19 0*b*	19 0	13 4	26 0	26 0	21 0	17 0	17 0	11 4	17 8	18 0	13 0	...	...	...	...	...	...
	Beerbhoom ...	21 0*c*	22 8	13 8	25 0	30 0	...	15 0	17 0	10 0	18 0	21 0	12 0	...	...	...	...	...	...
	Midnapore ...	12 0	12 0	12 0	...	...	...	14 0	15 0	15 0	17 0	17 0	17 8	...	...	...	...	...	...
	Hooghly ...	18 0*d* to 20 0	18 0 to 20 0	13 0	24 0*e* to 26 4	24 0 to 26 0	17 0 to 20 0	9 0 to 9 8	9 0 to 9 8	9 0 to 10 0	15 0 to 15 8	15 0 to 15 8	12 0 to 12 8	...	...	...	...	...	...
	Howrah ...	17 8	16 0	12 0	...	...	...	13 0	13 0	11 0	16 0	16 0	12 8	...	...	...	...	...	...
	Central Districts.																		
	Calcutta ...	17 0	16 0	12 4	26 0	22 0	14 12	11 0	11 0	9 0	15 8	15 8	11 8	18 8	18 8	13 0	...	...	...
	24-Pergunnahs ...	14 12*e* to 18 12	14 0 to 18 14	10 8 to 11 10	26 8*e* to 32 0	20 0	16 0	8 0*f*	8 0	8 4	16 0	16 0	11 0	...	...	...	...	...	...
	Nuddea ...	18 5	18 5	13 5	26 5	26 5	22 8	13 5	13 5	10 0	13 15	13 15	11 0	...	...	...	...	...	...
	Jessore ...	18 8*g*	20 8	13 0	...	...	...	15 0	16 0	12 0	18 4	18 4	14 0	...	...	...	...	...	...
	Moorshedabad ...	22 0*h* to 23 0	25 0	13 12	35 0*e*	35 0 to 40 0	19 0 to 20 0	12 0 to 13 0	12 8	9 4	15 0 to 16 0	18 0	10 8	...	...	...	...	...	...

a In the interior prices range as follow:—Wheat 16 to 23 seers, barley 32 to 40 seers, best rice 13 to 19-8 seers common rice 14 to 21 seers, and gram 17-4 to 26 seers, per rupee.
b In the interior prices range as follow:—Wheat 18 to 22 seers, barley 29 to 40 seers, best rice 15 to 20 seers, common rice 17 to 21 seers, maize 20 to 34 seers, and gram 17 … 19 seers, per rupee.
c In the interior prices range as follow:—Wheat 16-8 to 25-6 seers, barley 27 seers, best rice 13 to 21-4 seers, common rice 18 to 22-8 seers, and gram 21 to 25-6 seers, per rupee.

OF INDIA.

AGRICULTURE AND COMMERCE.

India for the 1st half of May 1875.

IN SEERS OF 80 TOLAHS.

Lesser Millets, Ragi, &c. (Kavarg, Veragu, Sawee Cheena, Coraloo, Murhwa, Nuggee), *Panicum, milaceum, &c.*			Gram.			Firewood.			Salt.			Districts.	Provinces.	Remarks.
Present fortnight.	Past fortnight.	Corresponding fortnight of 1874.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1874.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1874.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1874.			
S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.			
41 0	35 2	38 1	40 0	33 3	40 0	388 8	388 8	388 8	13 8	13 8	15 5	Ganjam ...	Madras.	
28 3	28 3	28 3	29 2	29 2	44 5	97 2	97 2	97 2	14 0	14 0	14 0	Vizagapatam ...		
39 1	38 2	30 9	33 6	33 6	39 9	243 0	243 0	161 3	18 7	18 7	18 7	Godavery ...		
35 3	35 3	35 3	28 6	28 6	35 0	129 3	129 3	129 3	18 4	18 4	18 4	Kistna ...		
33 7	31 8	28 2	23 4	24 7	25 5	74 5	74 5	77 3	17 0	17 0	17 0	Nellore ...		
28 5	27 0	26 2	29 2	28 4	23 2	243 0	243 0	243 0	14 4	14 4	16 2	Cuddapah ...		
29 1	31 0	33 0	30 2	31 4	27 2	97 2	97 2	97 2	16 1	15 5	16 1	Bellary ...		
21 9	22 6	25 8	26 2	26 2	25 9	223 6	202 2	176 9	14 8	14 8	14 8	Kurnool ...		
24 3	24 6	23 6	21 3	21 3	22 0	93 5	93 5	58 9	18 2	18 2	17 9	Madras ...		
24 7	24 7	24 7	21 4	20 7	21 8	97 2	88 4	81 6	18 6	18 6	18 6	Chingleput ...		
31 6	29 1	28 6	26 6	25 6	19 1	187 1	187 1	187 1	16 4	15 8	16 4	North Arcot ...		
26 6	26 6	19 1	29 3	29 3	20 1	223 6	228 4	246 6	16 6	16 6	19 3	South Arcot ...		
29 4	29 4	24 2	24 5	28 0	19 2	194 4	194 4	194 4	16 6	16 8	17 0	Tanjore ...		
27 5	27 5	22 3	29 3	29 3	19 2	157 9	157 9	145 8	15 4	15 4	16 2	Trichinopoly ...		
34 1	31 0	23 2	29 4	29 4	20 0	127 3	126 4	121 5	17 3	17 8	17 8	Madura ...		
21 9	21 9	16 4	18 7	18 7	15 6	76 8	76 8	66 6	15 5	15 5	15 5	Tinnevelly ...		
25 0	25 0	22 0	28 0	27 2	17 0	121 5	121 5	121 5	12 5	12 5	14 7	Coimbatore ...		
17 3	18 0	15 8	16 6	16 6	12 4	121 5	121 5	139 0	11 0	11 0	10 1	Nilgiris ...		
28 5	28 5	25 5	29 2	30 1	17 2	145 8	145 8	138 5	14 6	15 5	14 6	Salem ...		
25 5	22 0	21 1	19 2	20 4	14 1	89 9	89 9	85 0	14 0	14 0	16 0	South Canara ...		
18 2	18 2	22 6	21 0	21 0	16 0	97 2	97 2	97 2	14 4	14 4	17 1	Malabar ...		
14 1	14 1	10 10	16 14	16 14	14 10	68 4	68 4	75 1	14 2	14 2	14 2	Bombay ...	Bombay.	
...	...	...	22 5	22 4	18 0	80 0	80 0	100 0	18 0	18 0	18 0	Ahmedabad ...		
...	...	...	17 12	17 12	...	106 11	106 11	...	16 13	17 5	...	Kaira ...		
...	...	...	14 13	14 6	13 6	101 12	101 12	111 0	13 6	13 6	12 4	Surat ...		
...	...	...	14 8	15 0	...	100 0	100 0	100 0	16 0	16 0	16 0	Broach ...		
18 0	18 0	17 0	15 0	16 0	13 0	70 0	80 0	71 1	14 0	14 0	15 0	Tanna ...		
30 5	30 5	...	16 3	16 15	...	130 0	130 0	140 0	18 3	18 3	...	Kolaba ...		
...	...	...	16 4	16 4	16 10	150 0	150 0	150 0	14 7	14 7	12 11	Khandesh (Dhulia) ...		
35 0	35 0	...	20 8	21 4	...	128 0	128 0	...	15 6	16 4	...	Nasik ...		
...	...	...	23 0½	23 12½	...	106 10½	106 11	100 0	11 6¼	14 0	...	Ahmadnagar ...		
...	...	...	19 9	19 9	...	95 0	95 0	...	13 6	13 6	...	Poona ...		
...	...	...	25 1	25 8	19 4	106 10	109 11	120 0	14 4	14 4	14 0	Sholapur ...		
...	...	...	21 9	20 9	14 0	110 0	110 0	...	12 14	13 5	14 8	Kaladgi ...		
...	...	...	22 1	22 1	...	146 4	166 6	...	14 9	16 0	...	Satara ...		
30 5	30 1	26 0	18 8	18 3	13 8	155 8	155 8	150 0	17 0	16 8	17 0	Belgaum ...		
36 0	36 0	32 0	21 1	21 9	13 8	92 12	92 12	92 12	19 0	19 0	18 3	Dharwar ...		
26 0	26 0	26 0	16 6	16 6	...	10 Bdls.	10 Bdls.	9 Bdls.	20 14	20 14	20 14	Ratnagiri ...		
24 0	24 0	24 0	14 0	14 0	11 0	213 0	213 0	213 0	13 0	13 0	16 0	Kanara (Karwar) ...		
36 0	36 0	30 0	30 0	30 0	24 0	200 0	200 0	200 0	14 0	14 0	14 0	Panch Mahals (Godhra) ...		
...	...	...	...	9 5	...	...	71 3	...	...	32 0	...	Aden ...		
...	...	...	22 0	22 0	...	120 0	120 0	...	12 0	12 0	...	Asirgarh ...		
...	...	...	16 13	17 7	...	160 0	80 0	...	15 6	15 9¾	...	Baroda ...		
...	...	...	20 7	20 4	20 4½	150 0	150 0	150 0	32 0	32 0	32 0	Disa ...		
...	...	...	16 0	16 0	...	160 0	160 0	...	28 0	38 0	...	Nimach ...		
...	...	...	22 6	23 11	19 9½	100 0	100 0	100 0	45 0	45 0	45 0	Nasirabad ...		
...	...	...	15 8	15 8	...	45 0	45 0	...	64 0	64 0	...	Rajkot ...		
16 0	16 0	18 0	20 0	20 0	20 0	120 0	120 0	120 0	34 0	32 0	32 0	Upper Sind Frontier ...		
9 0	9 0	9 0	20 0	22 0	16 0	124 0	135 0	142 0	61 0	61 0	60 0	Karachi ...		
...	...	...	...	...	...	...	...	...	No re	turn re	ceived	Haidarabad ...		
27 0	27 0	27 0	23 0	23 0	18 0	280 0	200 0	240 0	32 0	32 0	36 0	Shikarpur ...		
...	...	...	...	...	10 0	120 0	120 0	120 0	32 0	32 0	32 0	Thur and Parkur ...		
												Western Districts.	Bengal.	
...	...	...	21 8	22 0	14 0	200 0	200 0	100 0	8 8	8 8	9 0	Burdwan ...		
...	...	...	18 8	18 8	14 8	480 0	480 0	480 0	8 8	8 8	7 12	Bancoorah ...		
...	...	...	21 0	21 0	13 8	220 0	220 0	240 0	8 0	8 0	8 0	Beerbhoom ...		
...	...	...	14 0	14 0	12 0	180 0	180 0	180 0	9 0	9 0	8 0	Midnapore ...		
...	...	...	22 0	18 0 to 20 0	13 0 to 14 0	120 0	120 0	120 0	8 8	8 8	8 0	Hooghly ...		
...	...	...	20 0	20 0	13 8	120 0	120 0	120 0	9 0	9 0	8 8	Howrah ...		
												Central Districts.		
...	...	...	20 0	20 0	14 0	120 0	120 0	100 0	8 0	8 0	8 0	Calcutta ...		
...	...	...	17 8	18 12	13 5	100 0	105 0	120 0	8 12	8 12	9 0	24-Pergunnahs ...		
...	...	...	26 5	26 5	15 4	120 0	120 0	120 0	8 10½	8 10½	8 7	Nuddea ...		
...	...	...	23 0	26 0	16 0	160 0	160 0	160	8 0	8 0	7 0	Jessore ...		
...	...	...	28 0 to 29 0	26 0	16 0	120 0	130 0	1 200 0	8 0 to 8 4	8 8	8 8	Moorshedabad ...		

e In the interior only.
f In the interior prices range as follow:—Best rice 7-4 to 8 seers, common rice 12-8 to 20 seers, and gram 18-12 to 21 seers, per rupee.
g In the interior prices range as follow:—Wheat 12 to 26 seers, best rice 13 to 19 seers, common rice 14-4 to 22 seers, and gram 11 to 32 seers, per rupee.
h In the interior prices range as follow:—Wheat 20 to 24 seers, best rice 11 to 20 seers, common rice 16 to 22-8 seers, and gram 25 to 28 seers, per rupee.

Prices Current of Food-grains throughout

QUANTITIES PER RUPEE

Provinces.	Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Wheat. Corresponding fortnight of 1874.	Barley. Present fortnight.	Barley. Past fortnight.	Barley. Corresponding fortnight of 1874.	Rice (best sort). Present fortnight.	Rice (best sort). Past fortnight.	Rice (best sort). Corresponding fortnight of 1874.	Rice (common). Present fortnight.	Rice (common). Past fortnight.	Rice (common). Corresponding fortnight of 1874.	Great Millet (Cholum, Jowar) *Holcus Sorghum.* Present fortnight.	Great Millet. Past fortnight.	Great Millet. Corresponding fortnight of 1874.	Bulrush Millet (Cumboo, Bajra) *Penicillaria Spicata.* Present fortnight.	Bulrush Millet. Past fortnight.	Bulrush Millet. Corresponding fortnight of 1874.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*	*Central Districts*—contd.																		
	Dinagepore ...	17 0	16 8	9 8	17 0	16 0	10 0	22 0	22 0	7 12	28 0	28 0	8 8	...	...	...	...	...	...
	Maldah ...	25 0	26 8	12 8	50 0	45 0	16 0	20 0	21 0	8 12	22 0	22 0	9 0	...	...	...	30 0	30 0	15 0
	Rajshahye ...	20 0 to 24 6	20 10 to 25 5	12 0 to 14 4	37 8	37 8	24 6	18 0	18 12	8 0	19 4 to 21 0	19 8 to 21 9	10 14 to 12 0	...	...	...	...	...	...
	Rungpore ...	25 10½	25 4	13 0	...	...	...	9 0	9 0	6 6	19 15	22 8	7 15	...	...	...	...	...	...
	Bograh ...	18 0	20 8	12 0	12 0	10 0	...	12 0	12 0	6 0	24 0	26 4	10 8	...	...	...	...	...	...
	Pubna ...	22 0	22 8	15 0	...	...	...	10 0	10 0	8 0	18 0	18 0	14 4	...	...	...	...	...	...
	Darjeeling ...	6 0	6 0	6 0	6 0	6 0	6 0	4 0	4 8	6 0	12 0	12 0	9 0	...	...	...	...	...	...
	Jalpáiguri ...	12 0*j*	13 3	6 6	...	...	...	16 0	16 0	7 0	23 0	23 0	8 0	...	...	...	...	...	...
	Eastern Districts.																		
	Dacca ...	16 0*k*	15 4	12 8	35 0	42 8	20 0	16 0	18 0	10 0	19 0	20 0	13 0	...	...	...	...	...	...
	Furreedpore ...	23 0*l*	23 0	16 0	30 0	30 0	20 0	8 0	8 0	6 0	18 0	17 0	12 12	...	...	...	...	...	...
	Backergunge ...	...	...	...	...	...	...*m*	17 0	16 0	12 0	21 0	20 0	14 8	...	...	...	...	...	...
	Mymensing ...	13 0*n*	12 8	12 8	...	...	...	17 8	17 8	12 8	22 8	22 0	15 8	...	...	...	...	...	...
	Chittagong* ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Noakhally* ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Tipperah* ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Chittagong Hill Tracts* ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Hill Tipperah* ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Behar.																		
	Patna ...	24 0	20 0	15 8	33 0	30 0	18 0	10 0	10 8	11 4	22 0	24 0	13 0	...	...	18 0	27 0	25 0	18 0
	Gya ...	24 8*o*	23 12	11 8	36 0	37 8	15 0	11 0	11 8	8 0	22 0	22 0	9 0	...	...	...	...	...	...
	Shahabad ...	18 8*p*	18 0	14 0	30 0	28 0	18 0	15 0	15 0	12 0	18 0	18 0	12 0	21 0*e*	22 0	16 8	30 0	30 0	18 0
	Mozufferpore ...	20 0	19 0	10 0	32 0	32 0	13 0	9 0	9 0	6 0	17 0	16 0	8 0	...	...	...	...	...	...
	Sarun ...	20 0	19 0	14 8	31 8	28 0	16 12	9 0	9 0	7 0	23 0	23 0	12 0	...	...	...	...	...	...
	Chumparun ...	25 0*q*	22 0	10 0	40 0	37 0	14 0	8 0	8 0	8 0	18 8	19 0	8 8	...	...	...	...	...	...
	Monghyr ...	21 0	21 0	17 8	31 5	31 5	19 9	12 6	12 6	8 4	16 8	15 7	10 5	...	...	...	...	...	...
	Bhaugulpore ...	21 7*r*	21 7	13 14	37 14	37 14	18 15	17 11	17 11	9 7	20 3	18 15	10 1	...	...	...	...	...	...
	Purneah ...	30 0	28 0	12 0	...	...	...	21 0	20 0	10 0	22 0	22 0	10 8	...	...	...	...	...	...
	Sonthal Pergunnahs ...	17 8*s*	18 0	11 0	35 0	...	...	17 8	18 0	10 0	20 0	22 0	11 0	40 0*e* to 45 0	16 0 to 45 0	16 0 to 23 0	...	...	...
	Orissa.																		
	Cuttack* ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Pooree* ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Balasore ...	20 0	20 0	11 0	...	...	...	16 0	16 0	16 0	28 0	24 0	24 0	...	...	...	...	...	...
	Chota Nagpore—South-West Frontier Agency.																		
	Hazáribágh ...	20 8*t*	21 0	11 0	27 0	32 0	13 8	12 0	12 0	8 0	19 6	21 0	12 0	...	...	...	...	...	...
	Lohardugga ...	19 0	20 0	10 0	32 0	32 0	20 0	18 0	18 0	13 0	22 0	22 0	14 0	...	...	...	...	...	...
	Singbhoom ...	18 0	18 0	12 0	...	...	...	14 0	14 0	12 0	24 0	24 0	16 0	...	...	...	...	...	...
	Maunbhoom ...	17 0*u*	17 0	12 0	38 0	38 0	20 0	14 0	14 0	10 0	22 0	22 0	14 0	16 0*e*	16 0	40 0	...	...	...
Assam.	Sylhet ...	12 0	13 0	9 0	12 8	12 0	8 0	14 0	14 14	15 0	18 6	19 8	19 4	...	...	...	...	...	...
	Cachar ...	9 2	8 14	9 6	...	...	...	12 4	13 5	12 4	16 0	16 13	15 4	...	...	...	...	...	...
	Goálpárá ...	26 10	24 0	18 0	...	...	...	12 8	11 0	12 0	16 0	22 0	13 0	...	...	...	...	...	...
	Gáro Hills ...	...	...	...	...	...	...	8 0	8 0	...	14 0	14 0	...	...	...	...	...	...	...
	Kámrúp ...	20 0	10 0	10 0	...	...	...	13 0	13 0	13 0	16 0	16 0	16 0	...	...	...	...	...	...
	Darrang ...	8 0	8 0	10 0	...	...	...	8 0	8 0	10 0	13 0	13 0	13 0	...	...	...	...	...	...
	Nowgong ...	...	...	...	...	...	...	10 0	10 0	9 0	13 0	16 0	12 0	...	...	...	...	...	...
	Sibságar ...	...	...	...	...	...	...	8 0	6 8	6 0	16 0	13 0	10 0	...	...	...	...	...	...
	Lakhimpur ...	8 0	8 0	7 0	8 0	8 0	8 0	6 0	6 0	7 0	10 0	10 0	13 8	...	...	...	...	...	...
	Khási & Jaintiá Hills ...	...	...	...	...	...	...	8 0	8 0	8 0	9 0	9 8	9 0	...	...	...	...	...	...
	Nága Hills ...	...	...	...	...	...	...	4 0	4 0	4 0	9 0	9 0	6 6	...	...	...	...	...	...
Provinces.	Dehra Dún ...	21 0	20 0	19 0	32 0	30 0	28 0	12 8	12 8	10 8	15 0	15 0	12 8	...	...	20 0	26 0	26 0	16 0
	Saháranpur ...	24 13	25 14	21 0	38 12	37 3	29 2	9 11	9 11	8 10	14 8	14 0	11 14	23 11	22 10	23 11	25 14	30 3	17 4
	Muzaffarnagar ...	24 12	24 12	21 8	39 5	39 5	30 12	6 1	6 1	6 1	13 3	13 12	11 0	24 3	26 6	24 3	24 3	24 3	19 13
	Meerut ...	23 2½	23 3	21 0½	33 10	35 3	26 12	6 4	6 8	6 12	15 0	15 0	12 7½	22 6	25 0	22 1	25 0	25 0	20 0
	Bulandshahr ...	25 0	25 0	22 0	34 0	35 0	26 8	7 0	7 0	8 0	14 0	14 0	11 0	24 0	26 0	21 0	27 0	26 0	20 0
	Aligarh ...	26 8	26 0	19 8	35 0	35 0	24 0	7 8	8 0	6 8	16 0	16 0	11 0	24 0	25 0	18 8	20 0	23 0	16 8
	Kumaun ...	12 8	12 8	11 0	16 0	17 0	14 0	8 0	8 0	7 0	10 0	10 0	9 0	...	...	...	...	...	...

* Return not received.

i In the interior prices range as follow:—Wheat 20 seers, best rice 23 seers, common rice 24-8 seers, and gram 20 seers, per rupee.

j In the interior prices range as follow:—Wheat 10 to 16 seers, best rice 8 to 16 seers, common rice 13 to 25 seers, and gram 8 to 11-1 seers, per rupee.

k In the interior prices range as follow:—Wheat 28 seers, barley 42-8 seers, best rice 18 to 19 seers, common rice 19-8 to 21 seers, and gram 27 seers, per rupee.

l In the interior prices range as follow:—Wheat 25 seers, barley 40 seers, best rice 8 seers, common rice 18 to 20 seers, and gram 12 to 25 seers, per rupee.

m In the interior prices range as follow:—Best rice 18 to 19-2 seers, common rice 19-2 to 20 seers, paddy 30 to 40 seers, and gram 13 seers, per rupee.

n In the interior prices range as follow:—Wheat 13 seers, best rice 8-8 to 20 seers, common rice 20 to 25 seers, and gram 10 seers, per rupee.

o In the interior prices range as follow:—Wheat 26-12 seers, barley 38 seers, best rice 19-12 seers, common rice 21-12 seers, and gram 33 seers, per rupee.

p In the interior prices range as follow:—Wheat 19 seers, barley 27 seers, best rice 8-8 seers, common rice 20 seers, great millet 24 seers, maize 28 seers, and gram 23 seers, per rupee.

India for the 1st half of May 1875—continued.

IN SEERS OF 80 TOLAHS.

Lesser Millets, Ragi, &c. (Kavaru, Veragú, Sawee, Cheena, Coraloo, Murhwa, Naglee) *Panicum, Miliaceum, &c.*			Gram.			Firewood.			Salt.			Districts.	Provinces.	Remarks.
Present fortnight.	Past fortnight.	Corresponding fortnight of 1874.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1874.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1874.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1874.			
S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	*Central Districts*—contd.	Bengal—*continued.*	
...	...	...	15 0	16 0	12 12	180 0	180 0	180 0	7 8	7 8	6 12	Dinagepore ...		
...	...	...	25 0	27 8	13 0	160 0	160 0	160 0	7 8	7 8	7 0	Maldah ...		
...	...	...	26 4	15 0 to 26 4	15 0 to 16 0	240 0	240 0	240 0	7 15½	7 15½	7 4	Rajshahye ...		
...	...	...	15 0	14 1	15 0	107 0	107 0	107 0	7 8	7 8	7 2	Rungpore ...		
...	...	...	16 8	19 8	12 0	67 8	67 8	67 8	7 8	7 8	6 0	Bograh ...		
...	...	...	24 0	24 4	12 0	200 0	200 0	200 0	8 4	8 8	8 8	Pubna ...		
8 0	8 0	7 0	8 0	8 0	8 0	200 0	200 0	200 0	4 0	4 0	4 8	Darjeeling ...		
...	...	...	12 0	10 0	8 0	160 0	160 0	160 0	6 0	6 1	6 5	Jalpáiguri ...		
												Eastern Districts.		
...	...	...	16 0	18 0	16 0	100 0	100 0	80 0	8 8	8 8	8 0	Dacca ...		
...	...	...	20 0	20 0	18 0	...	...	...	8 0	8 0	6 8	Furreedpore ...		
...	...	...	16 0	14 0	13 0	100 0	100 0	120 0	8 8	8 8	8 0	Backergunge ...		
...	...	...	13 12	13 8	13 4	...	...	...	8 4	8 0	7 12	Mymensing ...		
...	...	...	...	...	...	...	...	...	...	...	...	Chittagong* ...		
...	...	...	...	...	...	...	...	...	...	...	...	Noakhally* ...		
...	...	...	...	...	...	...	...	...	...	...	...	Tipperah* ...		
...	...	...	...	...	...	...	...	...	...	...	...	Chittagong Hill Tracts* ...		
...	...	...	...	...	...	...	...	...	...	...	...	Hill Tipperah* ...		
												Behar.		
...	...	...	30 0	29 0	18 0	160 0	160 0	140 0	8 0	8 0	7 4	Patna ...		
...e	...	...	25 0	24 8	14 0	160 0	160 0	160 0	7 8	7 8	5 12	Gya ...		
...	...	...	29 8	29 0	19 0	160 0	160 0	160 0	8 0	8 0	8 0	Shahabad ...		
28 0	28 0	...	23 0	23 0	12 8	140 0	140 0	160 0	7 8	7 8	6 8	Mozufferpore ...		
26 0	25 0	15 0	27 8	26 8	16 12	160 0	160 0	160 0	7 12	7 12	7 0	Sarun ...		
37 0	37 0	14 0	25 8	25 0	13 0	...	...	...	7 0	7 8	6 8	Chumparun ...		
...	...	...	27 3	26 2	17 8	147 0	147 0	147 0	7 5	7 8	6 8	Monghyr ...		
28 0e to 35 0	28 0 to 35 0	12 0 to 12 12	23 5	23 5	15 12	151 8	151 8	176 12	8 3	8 3	7 4	Bhaugulpore ...		
...	...	...	20 0	20 0	14 0	160 0	160 0	160 0	7 8	7 8	7 0	Purneah ...		
40 0e	60 0	...	18 0	18 0	11 0	320 0	320 0	320 0	7 8	8 0	8 0	Sonthal Pergunnahs ...		
												Orissa.		
...	...	...	...	...	...	...	...	...	...	...	...	Cuttack* ...		
...	...	...	...	...	...	...	...	...	...	...	...	Pooree* ...		
...	...	...	10 8	11 0	9 0	160 0	160 0	280 0	8 8	8 8	7 0	Balasore ...		
												Chota Nagpore—South-West Frontier Agency.		
36 0	36 0	16 8	21 12	21 0	12 0	280 0	280 0	240 0	7 8	7 8	6 0	Hazáribágh ...		
40 0	40 0	22 0	22 0	22 0	12 8	180 0	180 0	160 0	6 8	7 0	5 0	Lohardugga ...		
...	...	...	16 0	16 0	13 0	320 0	320 0	320 0	6 0	6 0	5 8	Singbhoom ...		
...	...	...	17 0	17 0	12 0	300 0	300 0	300 0	7 8	7 8	7 4	Maunbhoom ...		
...	...	...	15 0	13 4	12 0	107 0	107 0	107 0	8 0	8 8	8 0	Sylhet ...	Assam.	
...	...	...	10 0	12 13	11 13	64 0	64 0	64 0	7 13	7 9	6 15	Cachar ...		
...	...	...	12 0	14 0	13 0	128 0	160 0	128 0	8 0	8 8	7 0	Goálpárá ...		
...	...	...	9 0	9 0	...	...	...	...	5 5	5 5	...	Gáro Hills ...		
...	...	...	10 0	10 0	12 0	...	...	...	8 0	8 0	8 0	Kámrúp ...		
...	...	...	7 0	6 13	6 8	160 0	160 0	160 0	6 8	6 8	5 8	Darrang ...		
...	...	...	6 0	6 0	8 0	...	...	...	6 8	6 8	5 8	Nowgong ...		
...	...	...	10 0	10 0	8 0	120 0	120 0	120 0	6 0	6 0	6 0	Sibságar ...		
...	...	...	9 0	9 0	9 0	160 0	160 0	160 0	6 0	6 0	6 0	Lakhimpur ...		
...	...	...	8 0	8 0	8 0	120 0	120 0	160 0	4 0	4 0	4 0	Khási and Jaintiá Hills ...		
...	...	...	4 0	4 0	6 6	40 0	40 0	...	4 0	4 0	4 0	Nága Hills ...		
...	...	...	25 0	25 0	22 4	160 0	160 0	160 0	9 0	9 0	9 0	Dehra Dún ...	N.-W. Provinces.	
...	...	...	32 5	33 6	29 14	129 0	129 0	129 0	8 10	8 10	8 5	Saháranpur ...		
...	...	...	29 11	30 13	26 6	110 0	110 0	132 0	...	...	...	Muzaffarnagar ...		
...	...	...	28 7½	29 15	24 15½	110 0	100 0	125 0	9 8	9 8	9 8	Meerut ...		
...	...	...	32 0	34 0	24 8	120 0	120 0	120 0	10 0	10 0	9 8	Bulandshahr ...		
...	...	...	34 0	34 0	24 0	120 0	120 0	100 0	10 0	10 0	10 0	Aligarh ...		
...	...	...	14 8	14 8	12 0	160 0	160 0	160 0	6 0	6 0	6 0	Kumaun ...		

q In the interior prices range as follow:—Wheat 21 to 25-8 seers, barley 32 to 50 seers, best rice 10-12 to 18-12 seers, common rice 17 to 22 seers, lesser millet 15 to 40 seers, maize 29 to 35 seers, and gram 16 to 30 seers, per rupee.

r In the interior prices range as follow:—Wheat 24 to 30 seers, barley 26 to 32 seers, best rice 18 to 20 seers, common rice 20 to 22 seers, and gram 17 to 24 seers, per rupee.

s In the interior prices range as follow:—Wheat 12 to 26 seers, barley 12-4 to 45 seers, best rice 16 to 24 seers, common rice 20 to 26 seers, maize 30 to 45 seers, and gram 16 to 3[illegible] seers, per rupee.

t In the interior prices range as follow:—Wheat 21 seers, barley 25 to 31 seers, best rice 12 seers, common rice 21 to 24-8 seers, lesser millet 35 seers, maize 29 to 30 seers, and gram 21 to 30 seers, per rupee.

u In the interior prices range as follow:—Wheat 16 to 20 seers, barley 16 to 33 seers, best rice 16 to 24 seers, common rice 18 to 25 seers, and gram 14 to 20 seers, per rupee.

Prices Current of Food-Grains throughout

QUANTITIES PER RUPEE

Provinces.	Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Wheat. Corresponding fortnight of 1874.	Barley. Present fortnight.	Barley. Past fortnight.	Barley. Corresponding fortnight of 1874.	Rice (best sort). Present fortnight.	Rice (best sort). Past fortnight.	Rice (best sort). Corresponding fortnight of 1874.	Rice (common). Present fortnight.	Rice (common). Past fortnight.	Rice (common). Corresponding fortnight of 1874.	Great Millet (Cholum, Jowar), *Holcus sorghum*. Present fortnight.	Great Millet. Past fortnight.	Great Millet. Corresponding fortnight of 1874.	Bulrush Millet (Cumboo, Bajra), *Penicillaria spicata*. Present fortnight.	Bulrush Millet. Past fortnight.	Bulrush Millet. Corresponding fortnight of 1874.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
N. W. Provinces—*contd.*	Garhwál ...	21 0	21 0	14 8	27 8	22 8	15 0	9 0	9 0	7 8	14 4	14 8	12 0	...	...	...	...	...	...
	Bijnor ...	20 4	20 4	19 11	28 2	29 13	28 2	11 4	11 4	9 9	14 3	14 1	10 11	20 4	21 6	18 0	21 6	22 8	15 12
	Moradabad ...	21 10	9 6	18 7	34 6	34 6	26 14	8 12	8 12	8 2	16 14	16 14	11 9	22 8	21 4	21 4	25 0	27 8	15 0
	Budaun ...	27 0	24 9½	18 0	38 6½	36 0	22 12½	9 9½	9 9½	9 9½	15 9½	16 12½	12 0	...	28 12½	...	15 14½	18 4½	16 12½
	Bareilly ...	23 7	22 13	17 3	35 0	35 0	22 8	6 4	6 4	6 4	17 8	18 2	11 14	27 8	28 12	16 4	20 0	20 0	13 12
	Sháhjahánpur ...	26 6	26 0	19 14	40 0	40 0	25 8	7 6	7 9	8 0	18 8	21 0	12 2	...	...	...	...	...	...
	Taráí Pergunnahs ...	13 12	22 8	18 2	40 0	40 0	27 8	10 0	10 0	8 12	17 8	17 8	11 4	...	26 0	...	...	25 0	...
	Muttra ...	22 0	23 0	19 8	31 8	32 0	26 0	7 8	7 0	7 4	14 8	15 8	10 8	28 0	30 0	21 0	28 0	30 0	13 8
	Agra ...	20 15½	21 5	16 2½	30 3½	33 8½	22 13	6 0	6 0	6 0	11 8	11 8	9 8	28 0	29 0	23 0	25 12½	28 12½	11 2
	Farukhabad ...	22 0	22 0	16 8	29 9	30 4	22 0	7 8	7 0	7 9	16 2	14 8	12 6	...	30 4	...	28 14	28 14	...
	Mainpuri ...	24 8	25 0	19 8	32 0	32 0	25 0	6 0	7 0	6 0	12 0	12 0	12 0	...	...	...	...	...	...
	Etáwah ...	22 8	21 0	17 0	26 8	26 8	20 8	6 8	6 8	5 8	13 0	12 8	11 8	23 8	23 0	19 8	23 8	23 8	15 0
	Etah ...	26 8	26 8	19 4	35 0	35 0	23 0	8 0	8 0	8 0	12 0	14 0	11 0	...	...	...	...	...	...
	Jalaun ...	22 8	22 0	17 8	22 0	22 0	22 0	8 0	8 0	7 0	15 0	15 0	11 0	23 0	23 0	16 0	22 0	22 0	16 0
	Jhánsi ...	20 5	21 0	17 0	29 10	32 0	21 12	9 8	9 8	9 8	15 0	15 0	13 0	23 8	23 8	17 0	21 0	21 0	16 0
	Lalitpur ...	21 8	21 12	19 0	31 0	31 0	25 8	10 4	10 0	9 0	13 8	14 0	11 0	28 0	28 0	24 0	...	...	...
	Cawnpore ...	23 0	22 8	17 0	29 0	29 8	22 8	9 0	9 0	9 0	16 0	16 0	13 0	...	...	...	...	...	...
	Fatehpur ...	24 0	23 0	17 0	28 0	28 0	21 0	9 8	9 8	7 8	21 8	21 8	13 12	...	...	...	...	...	...
	Bánda ...	22 12	22 8	17 8	26 8	27 0	18 2	9 8	9 8	11 2	19 0	18 8	12 6	23 4	23 4	...	22 0	22 0	...
	Allahabad ...	21 0	20 4	14 0	27 8	27 8	18 4	8 8	8 8	7 0	18 0	17 0	12 0	27 0	27 4	17 0	26 8	25 14	17 0
	Hamírpur ...	22 8	22 0	16 14	26 0	24 12	18 8	9 8	9 8	7 0	15 0	15 0	11 0	24 12	24 12	20 0	22 0	23 8	16 0
	Jaunpur ...	24 0	24 0	17 4	33 14	32 7	22 4	7 12	7 12	10 9	19 12	19 12	11 4	25 6	26 13	...	21 3	21 3	11 4
	Gorakhpur ...	26 4	26 4	14 7	42 0	38 8	19 4	15 12	15 12	8 12	21 0	19 4	10 8	...	...	...	...	...	...
	Basti ...	25 10	25 0	14 1	37 8	37 8	16 14	10 0	9 6	8 3	17 8	17 8	8 12	...	...	...	...	...	...
	Azamgarh ...	21 6	20 10	14 12	31 12	31 0	21 6	11 13	11 13	8 14	17 11	17 11	10 5	...	...	...	...	...	...
	Mirzapur ...	21 0	20 8	14 8	28 0	29 0	20 0	8 0	9 0	7 8	16 0	16 0	11 0	28 0	28 0	20 0	24 0	24 0	18 0
	Benares ...	20 8	19 15	13 8	27 5	26 4	19 0	8 6	8 6	7 0	14 11	14 11	9 0	...	21 0	17 0	...	...	14 0
	Ghazipur ...	19 5	19 5	14 13	28 5	28 5	20 9½	7 11	7 11	6 7	18 0	18 0	11 9½	23 3	23 3	18 0	23 3	23 3	16 12
Panjab.	Delhi ...	23 0	24 0	20 0	32 0	34 0	25 8	...	...	...	11 0	11 0	9 0	25 0	25 0	24 0	26 0	28 0	18 0
	Gurgáon ...	22 0	24 0	20 8	31 8	40 0	25 8	...	...	...	9 0	10 0	8 0	28 0	30 0	22 0	29 0	30 0	21 0
	Karnál ...	25 0	24 0	23 0	38 0	38 0	33 0	...	...	...	11 0	12 8	12 0	25 0	25 0	24 0	20 0	24 0	20 0
	Hissár ...	22 8	21 0	22 0	30 6	32 0	30 0	...	...	...	12 0	12 0	12 0	27 0	29 0	30 0	24 0	26 0	25 0
	Rohtak ...	23 0	25 0	19 0	32 0	34 0	26 0	...	...	...	11 0	11 0	11 0	26 0	26 0	24 0	26 0	27 0	22 0
	Sirsa ...	23 4	23 0	22 0	35 4	35 0	32 4	...	...	...	15 0	15 0	11 0	31 0	31 0	30 0	27 4	28 4	24 0
	Umballa ...	25 8	25 0	24 4	33 0	33 0	30 0	...	...	...	13 8	13 0	12 0	25 0	27 0	26 0	20 0	24 0	20 0
	Ludhiána ...	26 8	26 8	25 0	41 0	42 0	31 0	...	...	...	11 0	11 0	11 0	33 0	33 0	28 0	25 0	25 0	24 0
	Simlá ...	18 0	20 0	17 0	26 0	23 0	20 0	...	...	...	13 0	11 0	11 0	24 0	...	20 0	18 0	17 0	17 0
	Jullundur ...	25 0	25 8	23 8	40 0	48 0	36 0	...	...	...	10 0	10 0	12 0	40 0	42 0	28 0	20 0	20 0	16 0
	Hushiárpúr ...	26 0	27 0	26 8	36 0	40 0	34 0	...	...	...	9 0	9 0	10 0	32 0	36 0	32 0	16 0	16 0	16 0
	Kángra ...	21 0	20 0	20 0	27 0	27 0	27 0	...	...	...	12 0	14 0	12 0	...	...	...	...	...	...
	Amritsar ...	27 0	26 0	25 0	40 0	37 8	34 0	...	...	...	13 8	12 0	12 0	28 0	38 0	21 0	27 0	27 4	20 0
	Siálkot ...	24 8	24 8	23 0	32 0	33 0	30 8	...	...	...	12 0	12 0	12 0	30 0	32 0	17 0	34 0	38 0	19 0
	Gurdáspúr ...	29 0	30 0	28 0	40 0	44 0	35 0	...	...	...	14 0	14 0	14 0	36 0	40 0	28 0	20 0	20 0	20 0
	Lahore ...	24 0	24 0	23 0	38 0	43 0	35 0	...	...	...	12 8	12 8	11 0	27 0	32 0	23 0	26 0	28 0	18 0
	Ferozepore ...	25 8	27 0	25 0	38 0	43 0	35 0	...	...	...	13 0	13 0	12 0	32 0	31 0	23 0	28 0	34 0	28 0
	Gujránwála ...	29 12	24 8	22 8	40 0	40 0	37 0	...	...	...	13 0	13 0	9 0	26 0	30 0	20 0	20 0	27 0	20 0
	Ráwalpindi ...	31 0	29 8	14 12	36 0	36 0	24 0	...	...	...	12 0	12 0	11 8	30 0	28 0	24 0	40 0	37 0	18 0
	Jhelum ...	29 8	29 8	21 0	37 0	37 0	27 0	...	...	...	13 0	13 0	8 0	36 0	36 0	22 0	38 0	40 0	20 0
	Gujrát ...	24 8	26 0	14 12	38 0	48 0	32 0	...	...	...	12 0	13 0	12 0	26 0	32 0	22 0	31 0	36 0	21 8
	Shahpúr ...	30 8	30 8	24 0	48 0	53 0	39 0	...	...	...	10 8	11 0	11 0	40 0	40 0	25 8	40 0	40 0	22 0
	Mooltan ...	21 0	21 8	18 8	32 0	32 0	27 0	...	...	...	10 0	10 0	8 8	26 0	26 0	18 0	30 0	31 0	21 0
	Jhang ...	26 0	26 0	23 8	31 0	34 0	31 0	...	...	...	10 0	10 0	11 0	20 0	30 0	22 0	25 0	35 0	25 0
	Montgomery ...	23 0	22 0	19 0	29 0	29 0	30 0	...	...	...	12 0	12 0	12 0	...	...	...	...	...	...
	Muzaffargarh ...	Return	not re	ceived	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Dera Ismáil Khán ...	37 8	40 0	25 0	60 0	62 8	40 0	...	...	...	7 8	7 8	7 8	62 8	62 8	40 0	56 4	55 0	40 0
	Dera Ghazi Khán ...	25 0	25 0	20 0	37 8	37 8	29 6	...	...	...	20 0	20 0	20 0	35 0	45 0	22 4	41 4	41 4	31 4
	Bannú ...	56 4	53 2	35 4	81 4	100 0	56 4	...	...	...	8 12	8 12	8 2	62 8	60 0	45 0	62 8	62 8	32 8
	Pesháwar ...	23 6	23 11	17 14	35 12	39 10	36 6	...	...	...	13 10	13 10	13 0	31 3	34 7	22 1	28 9	33 13	22 1
	Kohát ...	31 14	30 10	20 6	61 3	61 3	47 3	...	...	...	17 14	17 14	15 5	40 13	38 4	29 5	45 14	45 14	33 2
	Hazárá ...	23 0	28 8	17 0	38 0	36 0	24 0	...	...	...	14 0	14 0	14 0	27* 0	27* 0	21* 0	25 0	25 0	19 0
Oudh.	Lucknow ...	25 8	25 8	17 8	31 0	30 0	21 0	7 0	7 0	6 0	18 0	18 8	12 8	31 0	30 0	21 0	32 0	22 8	17 0
	Unáo ...	25 8	24 8	17 5	30 0	31 0	20 0	8 0	8 0	8 0	17 0	18 0	12 5	21 0	21 0	...	20 0	17 0	...
	Bára Banki ...	25 0	25 0	14 14	32 0	32 0	17 8	7 0	7 0	6 1	18 0	16 0	9 12	26 0	26 0	14 0	16 0	20 0	12 4
	Sítápur ...	28 8	27 0	18 8	40 2	39 0	39 0	21 8	9 0	9 0	8 0	19 0	19 0	13 0	...	...	...	...	...
	Hardui ...	27 0	27 3	17 13	37 8	38 15	23 7	6 9	6 9	6 9	15 0	15 0	10 13	...	...	...	...	...	...
	Kheri ...	29 0	26 0	19 6	40 0	40 0	36 0	8 0	8 0	8 0	22 0	21 0	13 12	...	34 0	23 0	...	...	22 8
	Fyzabad ...	25 8	24 11	15 8	33 2	32 7	20 10	14 1	14 2	7 15	18 5	18 0	10 14	...	...	18 0	20 0	19 8	15 8
	Bharaich ...	29 0	31 0	26 8	48 0	47 0	22 0	10 0	10 0	8 0	21 0	22 0	10 4	36 0	36 0	17 0	...	...	...
	Gonda ...	28 14	27 9	15 12	29 11	40 0	18 10	20 2	19 0	10 0	20 8	19 6	11 4	32 0	36 4	16 6	18 0	18 2	14 0
	Rái Bareli ...	26 12	26 4	17 12	35 0	34 0	21 4	21 4	21 4	12 8	22 0	22 0	13 0	...	...	...	...	...	...
	Sultánpur ...	25 0	24 8	17 8	35 8	35 8	22 8	10 0	10 0	8 0	22 0	22 4	13 0	31 0	31 0	20 0	22 0	22 0	16 0
	Pratábgarh ...	26 14	25 7	17 13	35 13	35 14	22 9	18 10	18 6	10 8	22 8	22 11	13 3	...	...	...	...	...	...

ndia for the 1st half of May 1875 —continued.

IN SEERS OF 80 TOLAHS.

Lesser Millets, Ragi, &c. (Kavaru, Veragú, Sawee, Cheena, Coraloo, Murhwa, Nuglee), *Panicum Miliaceum*, &c.			Gram.			Firewood.			Salt.			Districts.	Provinces.	Remarks.
Present fortnight.	Past fortnight.	Corresponding fortnight of 1874.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1874.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1874.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1874.			
S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.			
...	...	...	11 4	10 0	8 0	240 0	200 0	160 0	6 9	6 14	6 0	Garhwál ...	N. W. Provinces—*contd.*	
...	...	...	25 5	26 7	23 10	112 8	112 8	112 8	...	...	...	Bijnor ...		
...	...	...	27 8	28 2	21 14	100 0	100 0	100 0	10 0	10 0	9 6	Moradabad ...		
...	...	...	36 0	33 9½	22 12½	192 0	192 0	...	9 0	9 0	9 0	Budaun ...		
...	...	...	31 4	30 10	20 0	150 0	150 0	137 8	9 6	9 6	9 6	Bareilly ...		
...	...	...	30 0	30 0	20 6	155 0	155 0	162 8	8 8	8 8	8 8	Shâhjahânpur ...		
...	...	...	27 8	27 8	20 0	200 0	200 0	200 0	8 12	8 12	8 12	Tarái Pergunnahs ...		
...	...	...	30 8	32 0	26 4	80 0	80 0	80 0	11 0	11 0	11 0	Muttra ...		
...	...	...	27 9	30 0½	22 14	80 0	80 0	80 0	9 12	9 12	8 8	Agra ...		
...	...	...	28 2	29 0	20 10	160 0	160 0	165 0	9 0	8 14	6 8	Farukhabad ...		
...	...	...	28 8	30 0	24 0	160 0	160 0	160 0	9 0	9 0	9 0	Mainpuri ...		
...	...	...	25 0	25 8	21 8	160 0	160 0	160 0	8 8	8 8	8 0	Etáwah ...		
...	...	...	31 0	31 0	22 0	140 0	140 0	140 0	9 8	9 8	9 8	Etah ...		
...	...	...	27 8	27 0	21 0	120 0	120 0	120 0	...	...	...	Jalaun ...		
...	...	...	22 13	29 14	18 10½	160 0	160 0	160 0	9 8	9 8	9 6	Jhânsi ...		
...	...	...	25 4	25 8	22 4	240 0	240 0	...	7 0	7 0	7 0	Lalitpur ...		
...	...	...	27 8	28 0	21 8	140 0	140 0	160 0	9 8	9 8	9 0	Cawnpore ...		
...	...	...	31 0	30 0	21 4	160 0	160 0	160 0	8 12	8 12	8 8	Fatehpur ...		
...	...	...	28 8	28 8	21 10	171 4	171 4	180 8	11 4	11 4	10 12	Bánda ...		
...	...	...	28 8	27 12	19 0	120 0	100 0	100 0	8 0	8 0	7 12	Allahabad ...		
...	...	...	28 0	27 0	21 10	140 0	140 0	140 0	...	...	...	Hamírpur ...		
...	...	...	32 7	31 12	20 2	197 12	197 12	169 8	8 6	8 1	7 8	Jaunpur ...		
...	...	...	29 12	28 12	15 12	150 0	150 0	150 0	6 12	6 12	6 0	Gorakhpur ...		
...	...	...	27 8	26 4	15 15	200 0	200 0	160 0	6 4	6 9	6 6½	Basti ...		
...	...	...	23 9	23 9	17 0	177 0	177 0	177 0	6 14	6 14	6 14	Azamgarh ...		
...	...	...	29 0	28 0	20 0	120 0	120 0	120 0	7 8	7 8	7 8	Mirzapur ...		
...	...	...	25 3	25 3	18 0	140 0	140 0	120 0	6 4	6 4	6 0	Benares ...		
...	...	...	28 5	26 6	19 5	180 4	180 4	206 0	7 6	7 6	7 1½	Ghazipur ...		
...	...	...	28 0	29 8	24 8	80 0	80 0	80 0	8 4	8 4	7 12	Delhi *a* ...	Panjab.	
...	...	...	29 0	30 0	25 8	120 0	120 0	120 0	7 8	7 8	7 4	Gurgáon *b* ...		
...	...	...	34 0	33 0	30 0	160 0	160 0	160 0	8 4	8 14	8 8	Karnál *c* ...		
...	...	...	28 8	29 0	30 0	100 0	100 0	100 0	8 0	8 0	8 0	Hissár *d* ...		
...	...	...	28 0	30 0	26 0	120 0	120 0	140 0	7 0	7 0	7 0	Rohtak *a* ...		
...	...	...	34 0	34 0	32 4	160 0	160 0	160 0	40 0	40 0	45 0	Sirsa *e* ...		
...	...	...	39 0	37 0	31 4	120 0	120 0	120 0	9 4	9 4	9 0	Umballa *f* ...		
...	...	...	33 0	33 0	30 8	90 0	90 0	95 0	9 12	9 12	9 8	Ludhiána *e* ...		
...	...	...	23 0	26 0	21 0	100 0	100 0	120 0	8 0	8 0	8 0	Simlá *g* ...		
...	...	...	33 0	36 0	30 0	110 0	110 0	110 0	9 8	9 12	9 8	Jullundur *h* ...		
...	...	...	32 0	35 0	31 0	90 0	90 0	100 0	9 8	9 8	9 8	Hushiárpúr *h* ...		
...	...	...	26 0	25 0	25 0	160 0	160 0	160 0	8 0	8 0	8 0	Kángra *i* ...		
...	...	...	31 0	33 12	32 8	110 0	115 0	100 0	10 4	10 4	10 2	Amritsar *j* ...		
...	...	...	28 0	29 8	32 0	120 0	120 0	120 0	10 0	10 0	10 0	Siálkot *k* ...		
...	...	...	36 0	42 0	35 0	120 0	120 0	120 0	9 8	9 8	9 8	Gurdáspúr *h* ...		
...	...	...	30 0	33 0	26 0	110 0	110 0	95 0	10 2	10 2	10 0	Lahore *k* ...		
...	...	...	35 0	35 0	32 0	140 0	140 0	120 0	10 4	10 4	10 4	Ferozepore *l* ...		
...	...	...	30 0	32 0	35 0	100 0	100 0	100 0	10 8	10 8	10 8	Gujránwála *m* ...		
...	...	...	40 0	39 0	21 8	140 0	140 0	110 0	10 8	10 12	10 8	Ráwalpindi *n* ...		
...	...	...	29 0	31 0	21 0	100 0	100 0	100 0	11 0	11 0	11 0	Jhelum *o* ...		
...	...	...	28 0	30 0	30 8	120 0	120 0	120 0	10 12	12 11	10 10	Gujrát *b* ...		
...	...	...	40 0	49 0	36 0	320 0	320 0	320 0	11 8	11 8	11 8	Shahpúr *p* ...		
...	...	...	25 0	29 0	22 0	100 0	100 0	100 0	10 12	10 12	10 12	Mooltan *o* ...		
...	...	...	29 0	32 0	27 0	240 0	240 0	240 0	10 8	10 8	10 8	Jhang *k* ...		
...	...	...	30 8	29 0	28 0	220 0	220 0	220 0	9 0	9 0	9 0	Montgomery *r* ...		
...	...	...	...	...	...	...	...	...	Return	not	received	Muzaffargarh ...		
...	...	...	52 8	57 8	38 12	112 0	112 0	125 0	10 0	10 0	10 0	Dera Ismail Khán *s* ...		
...	...	...	35 7	36 1	18 2	150 0	150 0	150 0	32 8	33 12	28 12	Dera Ghazi Khán *t* ...		
...	...	...	59 6	61 4	47 0	80 0	80 0	80 0	100 0	100 0	100 0	Bannú *u* ...		
...	...	...	32 8	34 7	23 6	104 0	110 0	104 0	57 3	57 3	55 14	Peshúwar *k* ...		
...	...	...	40 13	47 3	33 2	204 0	204 0	204 0	102 0	102 0	102 0	Kohát *v* ...		
...	...	...	30 0	30 0	30 0	120 0	120 0	120 0	9 0	9 0	9 0	Hazárá *w* ...		
4 0	32 0	25 0	30 0	29 8	19 8	120 0	120 0	120 0	8 0	8 0	7 8	Lucknow ...	Oudh.	
...	...	...	29 8	31 0	21 5	160 0	160 0	160 0	8 12	9 0	8 5	Unáo ...		
4 0	34 0	17 8	30 0	29 8	16 10	160 0	160 0	140 0	8 0	8 0	6 8	Bára Banki ...		
...	...	30 0	33 0	35 0	21 0	200 0	200 0	200 0	9 0	9 0	8 0	Sítápur ...		
...	...	...	31 14	31 14	19 0	192 8	192 8	192 8	8 0	8 0	7 5	Hardui ...		
8 0	36 0	34 0	34 0	34 0	21 0	200 0	200 0	200 0	8 0	8 0	7 4	Kheri ...		
4 3	27 8	15 8	31 5	30 15	19 0	140 0	140 0	120 0	8 0	8 0	8 0	Fyzabad ...		
0 0*	45 0*	16 0†	42 0	42 0	19 0	260 0	260 0	240 0	7 8	7 8	7 8	Bharaich ...		
15	41 0	20 13	33 2	32 14	15 12	170 0	170 0	200 0	8 0	8 0	8 0	Gonda ...		
7 8	...	...	34 0	33 8	22 8	200 0	200 0	200 0	8 4	8 4	8 0	Rái Barelí ...		
0 0	40 0	24 0	35 0	35 0	22 0	160 0	160 0	160 0	8 8	8 8	8 4	Sultánpur ...		
8	36 0	19 1	35 0	35 3	21 9	200 0	200 0	190 0	7 13	8 0	6 15	Pratábgarh ..		

References.

a. Wheat, barley, bájra, and gram rising.
b. Prices rising.
c. Wheat and gram falling; rice and bájra rising.
d. Wheat falling; barley, bájra, and jowár rising.
e. Nearly stationary.
f. Bájra and jowár rising.
g. Wheat and gram rising; barley, rice, and bájra falling.
h. Wheat, barley, jowár, and gram rising.
i Wheat and gram falling; rice rising.
j. Wheat, barley, and rice falling; jowár and gram rising.
k. Barley, bájra jowár, and gram rising.
l .Wheat, barley, bájra, and jowár rising.
m. Bájra, jowár, and gram rising.
n. Wheat, bájra, jowár, and gram falling.
o. Bájra, and gram rising.
p. Barley and gram rising.
r. Wheat and gram falling.
s. Wheat, barley, and gram rising; bájra falling.
t. Jowár rising.
u. Wheat and jowár falling; barley rising.
v. Wheat and jowár falling; gram rising.
w. Wheat rising; barley falling.

* Maize or Indian corn.

Description of Lesser Millets.

Kodon.

Ditto.
Murhwa.
* Kodon. † Murhwa.
Batra, Kodon, and Murhwa mixed.
Sawan.
Ditto.
Birra.

Prices Current of Food-grains throughout

QUANTITIES PER RUPEE

Provinces.	Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Wheat. Corresponding fortnight of 1874.	Barley. Present fortnight.	Barley. Past fortnight.	Barley. Corresponding fortnight of 1874.	Rice (best sort). Present fortnight.	Rice (best sort). Past fortnight.	Rice (best sort). Corresponding fortnight of 1874.	Rice (common). Present fortnight.	Rice (common). Past fortnight.	Rice (common). Corresponding fortnight of 1874.	Great Millet (Cholum, Jowar) *Holcus Sorghum.* Present fortnight.	Great Millet. Past fortnight.	Great Millet. Corresponding fortnight of 1874.	Bulrush Millet (Cumboo, Bajra) *Penicillaria Spicata.* Present fortnight.	Bulrush Millet. Past fortnight.	Bulrush Millet. Corresponding fortnight of 1874.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Central Provinces.	Nagpur ...	23 0	24 8	21 0	...	...	...	9 0	10 0	15 0	13 12	15 0	17 0	36 0	36 0	28 0	...	...	...
	Bhandara ...	24 0	25 0	22 0	...	...	...	10 0	10 0	10 0	18 0	20 0	17 0	28 0	26 0	32 0	...	...	...
	Chanda ...	24 9	24 9	23 3	...	...	...	...	...	...	15 8	17 1	15 7	38 8	40 0	45 0	...	...	...
	Wardha ...	28 0	28 0	22 0	...	...	...	8 0	10 0	8 8	12 0	12 0	11 0	50 0	45 0	38 0	...	...	...
	Balaghat ...	26 0	20 0	25 0	...	...	...	16 0	16 0	14 0	20 0	20 0	18 0	...	...	...	...	...	...
	Jubbulpore ...	30 0	28 0	20 0	26 0	22 0	19 0	14 0	14 0	10 0	18 0	20 0	12 0	33 0	35 0	18 0	19 0	21 0	14 0
	Saugor ...	22 0	21 0	20 4	...	...	...	9 0	9 0	6 0	13 0	13 0	10 0	...	...	...	...	...	...
	Damoh ...	23 12	25 0	21 12	32 0	35 0	35 0	16 0	16 8	11 0	18 0	20 0	12 0	...	...	...	...	...	...
	Seoni ...	36 0	36 0	30 0	...	...	...	13 0	13 0	10 0	26 0	26 0	16 0	...	...	...	...	...	...
	Mandla ...	35 0	32 0	23 0	...	...	...	15 0	17 0	12 0	20 0	20 0	15 0	...	...	25 0	...	...	...
	Betul ...	29 0	28 0	23 8	...	...	...	14 0	14 0	12 0	15 0	15 0	12 8	32 0	32 0	24 0	...	...	...
	Chindwara ...	31 0	30 8	25 0	...	...	...	10 0	10 0	10 0	12 0	16 0	12 8	40 0	40 0	36 0	...	...	...
	Hoshangabad ...	20 8	21 8	17 8	...	...	16 0	9 0	10 0	9 0	11 0	11 0	10 0	...	...	...	...	...	...
	Narsinghpur ...	28 8	27 8	18 0	...	...	...	14 0	14 0	9 0	18 0	17 0	11 0	...	...	...	...	...	...
	Nimar ...	16 10	16 14	...	...	...	...	...	...	...	13 2	13 2	...	31 0	31 0	...	32 12	32 12	...
	Raipur ...	48 0	48 0	39 0	...	...	...	24 0	24 0	18 0	36 0	38 0	32 0	...	...	...	...	...	...
	Sambalpur ...	24 0	21 0	24 0	...	...	...	28 0	28 0	28 0	35 0	35 0	35 0	...	...	...	...	...	...
	Bilaspur ...	45 0	52 0	40 0	...	...	...	32 0	28 0	30 0	40 0	40 0	41 0	...	...	...	...	...	...
	Upper Godavery ...	18 0	17 0	18 0	...	...	...	10 0	10 0	10 0	14 0	13 0	14 0	50 0	48 0	50 0	...	...	...
Hyderabad Assigned Districts.	Secunderabad ...	17 1	18 0	13 6	...	...	...	8 7	8 5	8 5	12 4	11 8	10 5	23 1	22 7	24 2	27 0	26 0	22 0
	Bolarum ...	17 7	17 7	16 0	...	...	...	9 8	9 8	9 8	11 3	11 3	10 5	22 9	22 9	23 9	...	...	...
	Chudderghat ...	13 9	12 5	11 5	...	...	...	6 0	6 0	5 7	11 5	10 2	9 0	21 5	19 2	20 0	27 0	29 0	27 0
	Oomraotee ...	22 0	21 0	15 0	15 0	14 0	14 0	8 0	8 0	8 0	11 0	11 0	10 0	48 0	46 0	38 0	26 2	26 0	15 0
	Akola ...	22 0	22 0	18 0	...	...	...	7 0	8 0	8 0	9 0	10 0	10 0	43 0	42 0	32 0	31 0	32 0	28 0
	Elichpur ...	21 0	21 0	17 0	8 0	8 0	8 0	8 0	8 0	8 0	12 0	12 0	12 0	42 0	40 0	28 0	30 0	28 0	26 0
	Buldana ...	20 0	22 0	20 0	...	...	...	...	...	...	11 0	12 0	13 0	44 0	44 0	32 0	40 0	40 0	28 0
	Woon ...	24 0	24 0	19 0	16 0	16 0	12 0	9 0	9 0	9 0	13 0	13 0	12 0	72 0	72 0	45 0	...	...	...
	Bassim ...	24 0	21 5	23 0	...	...	...	10 0	10 0	10 0	13 5	13 5	14 0	51 5	57 0	53 0	40 0	40 0	28 0
Mysore and Coorg.	Bangalore — Wholesale	12 7	13 0	11 5	14 0	14 0	12 5	11 7	11 7	10 0	15 5	15 7	11 0	25 0	24 7	22 5	...	...	...
	Bangalore — Retail ...	12 2	12 5	11 2	13 5	13 5	12 0	11 2	11 2	9 7	15 0	15 2	10 7	24 0	24 0	21 5	...	...	...
	Kolar ... — Wholesale	...	...	...	12 9	11 5	9 4	17 7	17 4	13 7	21 6	21 6	15 4	...	...	...	...	...	...
	Kolar ... — Retail ...	...	...	...	12 3	11 3	9 2	17 4	17 4	13 4	21 1	21 1	15 1	...	...	...	...	...	...
	Túmkúr ... — Wholesale	12 5	12 5	12 5	12 5	12 5	12 5	17 0	17 0	14 0	19 0	19 0	14 5	25 0	25 0	24 0	...	...	...
	Túmkúr ... — Retail ...	12 0	12 0	12 0	12 0	12 0	12 0	16 0	16 0	13 0	18 0	18 0	14 0	24 0	24 0	22 0	...	...	...
	Mysore ... — Wholesale	11 2	11 4	11 0	...	...	...	12 3	12 5	11 4	13 0	13 1	12 5	35 0	35 0	...	26 2	26 2	21 0
	Mysore ... — Retail	11 0	11 2	10 4	...	...	...	12 1	12 3	11 0	12 5	12 7	12 3	34 0	34 0	...	25 2	25 2	20 0
	Hassan ... — Wholesale	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Hassan ... — Retail ...	12 5	9 0	12 5	13 7	11 0	13 7	12 5	14 0	12 5	13 7	14 7	14 7	...	...	...	...	...	...
	Shimoga ... — Wholesale	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Shimoga ... — Retail ...	13 0	12 0	9 5	13 0	13 0	8 0	16 0	16 0	10 0	18 0	19 0	14 0	30 0	30 0	28 0	...	...	...
	Kadur ... — Wholesale	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Kadur ... — Retail ...	12 0	12 0	9 0	...	...	...	14 0	14 0	13 0	16 0	16 0	16 0	...	...	...	...	...	...
	Chitaldroog — Wholesale	19 2	19 2	12 4	23 6	21 2	14 8	16 4	16 4	12 2	...	...	13 6	42 0	42 0	42 2	...	...	29
	Chitaldroog — Retail ...	18 0	18 0	10 0	22 0	20 0	14 0	16 0	16 0	11 7	20 0	20 0	12 7	40 0	40 0	34 0	40 0	40 0	28 0
	Coorg ... — Wholesale	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Coorg ... — Retail ...	9 4	8 5	8 2	7 5	9 1	9 0	10 9	10 8	11 6	15 3	16 7	15 9	...	...	...	...	...	...
Rajpootana.	Jaipur ...	17 0	17 4	...	25 0	25 0	...	6 11	6 11	...	9 0	9 4	...	25 0	27 12	...	22 8	23 6	...
	Kishengurh ...	16 0	17 0	...	24 0	24 0	...	8 0	8 0	...	9 8	9 8	...	23 0	23 0	...	21 0	21 0	...
	Alwar ...	23 8	25 0	19 0	33 0	35 8	24 10	6 10	6 10	7 8	10 0	10 0	8 0	34 0	38 0	17 0	32 0	36 0	16 0
	Bhurtpur (City) ...	22 0	23 12	18 0	30 8	34 0	26 0	8 0	8 0	6 0	11 0	8 0	7 8	26 8	27 0	15 0	25 0	24 8	10 0
	Kerowli (City) ...	20 10	20 0	15 15	30 0	30 0	20 15	11 4	11 4	9 6	12 0	12 8	10 0	31 4	30 0	16 4	28 2	28 0	15 0
	Ajmir ...	15 4	15 4	14 4	23 0	22 12	19 0	5 0	4 13	5 0	8 0	8 0	9 0	19 8	20 4	14 0	20 0	21 0	13 0
	Deolie Cantonment ...	No return received			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Erinpura ...	17 0	17 0	15 8	30 0	31 0	22 0	...	...	...	9 4	9 4	7 8	25 0	25 0	18 4	30 0	30 0	19 0
	Sirohi ...	16 0	15 8	16 0	35 0	35 0	25 0	...	...	...	10 0	10 0	11 0	40 0	40 0	20 0	36 0	36 0	21 0
	Aboo ...	15 10	15 5	13 14	22 0	22 0	17 13	...	...	...	8 4	8 4	7 8	...	...	...	28 0	27 13	17 0
	Hilly Tracts of Meywar ...	28 0	28 0	26 0	40 0	39 0	42 0	...	...	...	16 0	16 0	13 0	...	...	...	...	...	...
	Meywar ...	14 10	14 13	13 8	21 14	21 14	19 6	...	...	...	8 13	8 13	7 13	...	...	...	...	...	...
	Banswarra (Meywar Agency)	No return received			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Marwar ...	15 2	15 0	...	24 6	25 0	...	5 0	5 0	...	7 8	7 8	...	20 10	20 13	...	20 10	21 13	...
	Bikaneer ...	No return received			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Bundi ...	18 12	19 4	16 8	26 4	25 0	20 8	7 8	7 8	8 0	8 8	9 0	9 0	26 4	27 0	18 12	...	...	...
	Kota ...	18 8	18 8	15 4	...	...	...	9 2	9 2	8 0	10 0	10 0	8 8	23 8	23 8	19 4	...	...	...
	Tonk ...	19 0	19 0	15 12	31 12	32 0	20 12	6 0	6 0	...	12 0	12 0	9 0	31 0	31 8	17 8	...	...	...
	Jhallawar ...	16 8	16 0	16 0	22 0	20 0	19 0	8 8	8 8	8 0	9 8	9 8	9 0	19 4	19 0	18 0	17 0	15 0	16 0
	Shahpoora ...	16 0	16 8	14 6	22 0	22 4	20 6	7 8	7 8	7 8	10 4	10 8	10 1	26 0	21 0	18 0	16 8	17 8	14 0
Central India.	Indore ...	15 12	15 8	13 12	...	...	...	9 0	8 12	9 4	10 0	9 8	10 8	21 0	22 0	22 0	24 0	25 0	24 0
	Gwalior ...	15 6	15 8	13 5	20 2	20 2	17 2	6 14	6 14	6 6	8 4	8 4	7 5	19 7	19 3	15 8	19 11	18 4	13 0
	Goona ...	19 8	20 8	19 8	20 0	20 0	16 0	10 4	9 8	10 8	12 0	11 8	11 12	23 0	24 0	20 0	20 0	20 0	...
	Rutlam ...	15 0	15 0	14 12	...	...	...	10 0	9 14	9 4	14 4	14 0	13 8	21 4	21 8	21 0	20 0	20 0	18 0
	Baghelkhund (Sutna) ...	25 8	26 0	18 0	35 0	35 0	22 0	8 0	8 0	7 8	24 0	23 0	15 0	28 0	29 0	...	24 0	24 0	17 0

India for the 1st half of May 1875—concluded.

IN SEERS OF 80 TOLAHS.

Lesser Millets, Ragi, &c. (Kavaru, Veragoo, Sawee, Cheena, Coraloo, Murhwa, Nuglee) *Panicum Miliaceum, &c.*			Gram.			Firewood.			Salt.			Districts.	Provinces.	Remarks.
Present fortnight.	Past fortnight.	Corresponding fortnight of 1874.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1874.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1874.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1874.			
S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.			
...	...	...	24 0	24 8	22 0	160 0	160 0	120 0	10 0	10 0	9 0	Nagpur ...	Central Provinces.	
...	...	...	24 0	26 0	24 0	...	...	...	9 8	9 8	8 0	Bhandara ...		
...	...	...	28 9	30 2	27 8	480 0	480 0	400 0	9 2	9 2	8 7	Chanda ...		
...	...	...	23 0	25 0	20 0	200 0	180 0	200 0	10 0	10 0	8 0	Wardha ...		
...	...	...	35 0	30 0	25 0	260 0	260 0	240 0	8 0	8 0	7 3	Balaghat ...		
35 0	30 0	...	37 0	34 0	22 0	160 0	160 0	160 0	8 8	8 4	8 4	Jubbulpore ...		
...	...	...	23 0	25 0	22 0	180 0	180 0	200 0	7 0	7 0	7 0	Saugor ...		
...	...	...	32 8	29 0	26 4	260 0	280 0	400 0	7 12	8 0	7 4	Damoh ...		
...	...	...	34 0	34 0	25 0	280 0	280 0	280 0	9 0	9 0	9 0	Seoni ...		
32 0	32 0	20 0	45 0	40 0	32 0	240 0	240 0	240 0	7 0	7 0	7 0	Mandla ...		
23 0	23 0	20 0	27 0	26 0	22 0	280 0	280 0	240 0	8 0	8 8	6 8	Betul ...		
23 8	25 0	23 0	32 0	32 0	30 0	200 0	200 0	250 0	8 0	8 0	8 0	Chindwara ...		
...	...	...	28 0	28 0	23 0	120 0	120 0	120 0	9 0	9 0	7 0	Hoshangabad ...		
36 0	36 0	26 8	36 0	35 0	21 0	200 0	200 0	160 0	6 0	6 4	6 8	Narsinghpur ...		
...	...	...	21 12	21 12	...	160 0	160 0	...	11 4	12 0	...	Nimar ...		
...	...	...	46 0	48 0	40 0	...	...	...	8 8	8 8	7 12	Raipur ...		
...	...	...	24 0	16 0	22 0	140 0	140 0	200 0	10 0	10 0	6 8	Sambalpur ...		
100 0	100 0	50 0	42 0	46 0	30 0	200 0	200 0	160 0	8 0	8 0	6 0	Bilaspur ...		
...	...	...	28 0	26 0	25 0	1,440 0	1,440 0	1,440 0	10 0	10 0	8 0	Upper Godavery ...		
28 6	29 5	26 9	20 5	20 0	15 7	136 0	135 0	125 0	10 1	10 9	9 7	Secunderabad ...	Haiderabad Assigned Districts.	
...	...	...	18 9	18 9	14 6	112 9	112 9	112 9	10 4	10 4	9 3	Bolarum ...		
...	...	...	18 2	18 0	13 5	130 0	130 0	109 0	10 2	10 0	9 0	Chudderghat ...		
...	...	...	22 0	24 0	17 0	...	...	...	11 0	11 0	10 0	Oomraotee ...		
9 8	9 8	12 0	23 0	22 0	20 0	106 5	106 12	64 0	11 0	11 0	8 0	Akola ...		
...	...	...	21 0	21 0	16 0	64 0	64 0	64 0	10 8	10 8	9 0	Elichpur ...		
...	...	...	23 0	24 0	24 0	...	...	...	10 0	10 0	7 0	Buldana ...		
...	...	...	34 0	34 0	18 0	400 0	400 0	300 0	8 0	8 0	8 0	Woon ...		
20 5	18 0	15 0	27 0	25 0	24 0	90 0	90 0	64 0	8 5	9 0	7 0	Bassim ...		
32 5	35 5	35 0	24 0	23 7	18 2	...	...	...	13 5	13 5	11 7	Bangalore — Wholesale	Mysore and Coorg.	
31 5	34 5	34 0	23 5	23 2	17 7	72 0	72 0	72 0	13 0	13 0	11 0	Bangalore — Retail ...		
42 2	45 3	37 6	30 9	30 9	24 5	...	...	...	14 9	14 6	14 3	Kolar ... — Wholesale		
41 7	44 8	37 1	30 0	30 0	24 0	172 4	172 4	172 4	14 6	14 3	13 8	Kolar ... — Retail ...		
58 0	58 0	58 0	25 0	25 0	23 0	180 0	180 0	182 0	13 0	13 0	13 0	Túmkúr ... — Wholesale		
56 0	56 0	56 0	24 0	24 0	22 0	100 0	100 0	100 0	12 0	12 0	12 0	Túmkúr ... — Retail ...		
29 7	29 7	29 3	24 5	24 5	17 3	78 0	78 0	72 0	9 8	9 8	11 0	Mysore ... — Wholesale		
28 7	28 7	28 7	24 1	24 1	17 3	70 0	70 0	65 0	9 4	9 4	10 6	Mysore ... — Retail ...		
...	...	...	...	...	...	...	...	...	...	...	...	Hassan ... — Wholesale		
50 5	38 7	42 0	20 0	21 0	16 7	150 0	150 0	150 0	10 5	9 7	11 0	Hassan ... — Retail ...		
...	...	...	...	...	...	...	...	...	...	...	...	Shimoga... — Wholesale		
40 0	40 0	40 0	22 0	22 0	16 0	480 0	480 0	360 0	10 0	12 0	12 0	Shimoga... — Retail ...		
...	...	...	...	...	...	...	...	...	...	...	...	Kadur ... — Wholesale		
28 0	28 0	32 0	20 0	20 0	14 0	60 0	60 0	60 0	10 0	10 0	11 0	Kadur ... — Retail ...		
50 7	52 1	54 4	29 3	...	24 2	...	...	...	11 0	11 0	...	Chitaldroog. — Wholesale		
48 0	48 0	48 0	27 0	27 0	22 0	100 0	100 0	100 0	10 0	10 0	10 0	Chitaldroog. — Retail ...		
...	...	...	...	...	...	...	...	...	...	...	...	Coorg ... — Wholesale		
25 3	25 7	34 5	20 7	20 8	15 3	110 0	110 0	110 0	8 9	9 6	11 3	Coorg ... — Retail ...		
...	...	...	19 8	23 2	...	...	...	...	19 0	20 0	...	Jaipur ...	Rajpootana.	
...	...	...	23 0	23 0	...	...	...	...	42 0	43 0	...	Kishengurh ...		
...	...	...	26 8	32 0	25 0	...	...	...	24 8	24 0	24 0	Alwar ...		
29 12	33 4	18 10	29 0	32 0	26 8	100 0	100 0	...	23 0	24 0	21 0	Bhurtpur (City) ...		
26 8	28 4	17 0	28 12	30 0	20 15	160 0	160 0	200 0	28 12	30 0	30 0	Kerowli (City) ...		
...	...	...	21 0	21 0	18 8	85 0	85 0	95 0	37 8	35 0	40 0	Ajmir ...		
...	...	...	...	...	...	...	...	...	No return received			Deolie Cantonment ...		
...	...	...	19 8	19 8	16 8	200 0	200 0	200 0	40 0	40 0	40 0	Erinpura ...		
...	...	...	20 8	19 0	20 0	240 0	240 0	200 0	65 0	70 0	60 0	Sirohi ...		
...	...	...	19 8	19 8	16 8	100 0	100 0	100 0	36 0	36 0	36 0	Aboo ...		
...	...	...	...	...	...	9 Pie*	6 Pie*	8 Pie*	11 0	12 0	14 0	Hilly Tracts of Meywar...		* Per man's load.
...	...	...	18 12	18 12	15 8	165 0	165 0	165 0	25 0	25 0	29 1	Meywar ...		
...	...	...	...	...	...	...	...	...	No return received			Banswarra (Meywar Agency)		
...	...	...	14 11	15 13	...	70 0	70 0	...	50 0	50 0	...	Marwar ...		
...	...	...	...	...	...	...	...	...	No return received			Bikaneer ...		
...	...	...	...	...	...	160 0	160 0	160 0	34 0	32 0	30 0	Bundi ...		
...	...	...	...	...	...	160 0	160 0	140 0	24 0	24 0	24 0	Kota ...		
...	...	...	...	...	...	150 0	150 0	...	36 0	36 0	38 0	Tonk ...		
...	...	...	...	...	...	100 0	90 0	100 0	26 8	26 8	27 0	Jhallawar ...		
...	...	...	...	...	...	160 0	160 0	160 0	40 0	42 0	33 4	Shahpoora ...		
...	...	...	18 4	18 0	15 0	96 0	96 0	106 8	9 0	9 0	10 0	Indore ...	Central India.	
...	...	...	19 3	19 1	16 11	109 8	100 6	91 4	12 13	12 13	13 5	Gwalior ...		
...	...	...	24 0	26 8	20 8	200 0	200 0	180 0	17 4	18 0	17 0	Goona ...		
...	...	...	21 8	21 0	17 4	160 0	160 0	160 0	11 4	11 8	12 4	Rutlam ...		
...	...	...	28 8	29 0	19 0	200 0	200 0	200 0	8 0	8 2	7 8	Baghelkhund (Sutna) ...		

IRRIGATION OPERATIONS OF FASL RABI IN THE NORTH-WESTERN PROVINCES UP TO 31st MARCH 1875.

Canal Divisions.	Water distributed during March 1875. Depth in canal at regulating gauge in feet. Full supply.	Actual average throughout.	Gross consumption, cubic feet per second. Allotted discharge.	Actual average throughout.	Total area of irrigation during current Fasl.
Ganges Canal.					
Northern ...	10·00	8·21	740	854	26,169
Meerut ...	8·30	6·3	969	385	52,669
Anupshahr ...	6·80	...	700	482	...
Bulandshahr ...	7·35	6·00	972	418	65,923
Aligarh ...	5·50	5·17	994	226	124,142
Etawah ...	4·80	2·9	771	746	158,776
Cawnpore ...	6·20	4·63	958	530	101,671
Total Ganges Canal ...	...	...	6,104	3,641	529,350
Eastern Jumna Canal ...	5·20	...	...	...	95,120
Dun Canals ...	...	...	...	27	8,400
Rohilkhand Canals	...	...	...	21	15,674
Bundelkhand Irrigation Works	...		...	...	3,534
1st Division, Agra Canal ...	...	...	...	...	5,350
2nd do. do. ...	...	...	...	...	528
Grand Total...	...	...	...	...	657,956

Navigation Returns, Ganges Canal. Principal Items of Traffic. Nature of Traffic.	Up. Mds.	Up. No.	Down. Mds.	Down. No.	Total Up and Down. Mds.	Total Up and Down. No.
Grains :—						
Wheat ...	700	...	12,151	...	12,851	...
Gram ...	...	...	2,963	...	2,963	...
Rice ...	11,491	...	205	...	11,696	...
Paddy or Dhan	...	...	...	...	...	...
Bajhar or mixed Grain ...	...	...	10,284	...	10,284	...
Dal ...	803	...	...	...	803	...
Juar ...	...	...	...	...	...	...
Bajra ...	...	...	915	...	915	...
Maize (or Indian Corn) ...	...	...	...	...	...	...
Total ...	12,994	...	26,518	...	39,512	...
Cotton ...	...	...	10,548	...	10,548	...
Oil-seeds ...	30	...	4,755	...	4,785	...
Salts ...	36	...	1,806	...	1,842	...
Metals ...	5,689	...	4,401	...	10,090	...
Building Materials ...	2,788	...	33,964	...	36,752	...
Firewood ...	7,200	...	58,187	...	65,387	...
Bamboos ...	...	4,900	...	776,912	...	781,812
Timber ...	...	23	...	9,047	...	9,070
Miscellaneous ...	1,990	20	17,050	475	19,040	495
Live-stock ...	...	...	...	...	...	...
Grand Total ...	30,727	4,943	157,229	786,434	187,956	791,377
Total during corresponding period of last year.	25,572	1,703	226,306	1,473,004	251,878	1,474,707
Increase ...	5,155	3,240	...	...	...	...
Decrease ...	...	...	69,077	686,570	63,922	683,330

Land irrigated (approximate). Zila.	Acres.	Rainfall. Total from 1st Nov. 1874 to 31st Mar. 1875.	Average of ten previous years for the same period.
Saharanpur ...	30,454	3·0	5·5
Muzaffarnagar ...	57,808	1·8	4·7
Meerut ...	93,837	1·4	1·7
Bulandshahr ...	62,747	1·3	1·4
Aligarh ...	69,827	1·7	2·6
Muttra ...	229	1·2	1·1
Agra ...	20,515	2·2	1·4
Etah ...	18,976	1·1	1·4
Mainpuri ...	63,989	1·6	2·1
Fatehgarh ...	27,298	1·0	1·3
Etawah ...	88,519	2·1	1·3
Cawnpore ...	90,799	0·1	1·4
Dehra Dun ...	8,400	3·6	7·4
Bijnor ...	1,391	0·7	4·1
Tarai ..	2,063	1·2	4·1
Bareilly ...	12,220	2·3	2·7
Jhansi ...	2,531	0·1	1·2
Hamirpur ...	1,003	0·2	0·9
Delhi ...	10	...	...
Gurgaon ...	5,340	...	...
Total ...	657,956	...	...
Total for the same period last year	579,205	...	...
Increase ...	78,751	...	...

Remarks.

Ganges Canal.—Mean volume of water passing through Solani aqueduct ... 4,670 Cub. ft. per sec.

Volumes discharged :— Cub. ft. per sec.
Cawnpore Division Tail ... 263
" " Escapes ... 522
Etawah " Tail ... 40
" " Escapes ... 204
1,029

Balance expended ... 3,641

Rabi irrigation continued till end of the month, but only in late sown fields—Demands for sugarcane crops commenced.

Eastern Jumna Canal.—Canal closed from 1st to 11th. No rabi irrigation during the month. Sugarcane irrigation commenced briskly.

Dun Canals.—No remarks.

Rohilkhand Canals.—No remarks.

Traffic.—Compared with last month's returns, there is a slight increase in the down grain traffic and also a slight improvement in rafting work. There is a large falling-off in the general traffic as compared with the corresponding period of last year.

Allahabad,
The 6th May 1875.

G. H. D. WALKER,
Offg. Asst. Secy. to Govt., N. W. P., P. W. D., Irrigation Branch.

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OFFICIAL PAPERS.

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GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

CIRCULAR No. 8 RAILWAY.

Accidents and injuries to life and limb which have occurred on all Railways open for traffic in India during the year 1874.

SIMLA, JUNE 5, 1875.

RESOLUTION—By the Government of India, Public Works Department.

READ—

Returns of the number and nature of accidents and injuries to life and limb which have occurred on all Railways open for traffic in India during the year 1874.

OBSERVATIONS.—In the following table the total number of accidents of all kinds connected with the working of the trains on the several Indian Railways, are compared for four consecutive years :—

YEARS.	East Indian.	Eastern Bengal.	Oudh and Rohilkhund.	Punjab and Delhi.	Sindh.	Calcutta and South-Eastern State.	Nulhatee State.	Rajpootana State.	Holkar State.	Madras.	South Indian.	Great Indian Peninsula.	Bombay, Baroda and Central India.	TOTAL.
1871 ...	151	2	4	87	51	1	...	...	...	68	2	146	36	548
1872 ...	691	8	26	114	49	5	2	...	...	60	4	150	44	1,153
1873 ...	216	3	36	76	41	2	1	14	...	64	19	111	38	621
1874 ...	267	2	55	57	44	37	6	43	2	92	24	106	32	767

The figures of the East Indian Railway show an unusual increase in 1872, but this, as pointed out in Circular No. 16 R of 10th June 1874, is due to the inclusion, at that time, of every accident of a minor character. Owing to this fact, no comparison between the returns of 1874 and 1872 is possible, but, compared with 1873, the total of 1874 exhibits an increase of 146 accidents. The increases occurred chiefly on the East Indian, Oudh and Rohilkhund, Calcutta and South-Eastern State, and Madras Railways. On the East Indian, and

Oudh and Rohilkhund Railways, the numbers have increased with increased train mileages, caused partly by the famine traffic, and partly by the opening of new lengths of line. On the Rajpootana State Railway the mean open mileage was 173 miles in 1874, against 91 miles in 1873, and the number of accidents increased from 14 to 43.

The total casualties from all causes to passengers, railway servants, and others were—

Years.	Killed.	Injured.	Total.
1871	177	204	381
1872	211	224	435
1873	166	272	438
1874	221	278	499

Collisions.

East Indian Railway.—Thirty-six collisions took place against 34 in the previous year. Of this total, 4 occurred to passenger trains, 20 to goods trains, and the rest to pilot engines, &c. In 21 instances the drivers were to blame, in 4 the guards, in 3 the station staff, in 4 the pointsmen, and in the remaining number the staff of both the Locomotive and Traffic Departments are held to be in fault.

The casualties, fortunately, consisted of only 5 passengers injured, of whom 4 were hurt in a collision at Benares, and of one Railway servant killed and 14 servants injured. One collision, in which 5 Railway servants were injured, occurred at the Junction Station at Allyghur between a ballast train and its engine. This collision appears in the returns of both the East Indian, and Oudh and Rohilkhund Railways.

It is worthy of being noted that in a collision which occurred on the 3rd July 1874 between Mugra and Khanyan between two goods trains, almost all the axle boxes of the up-train were broken.

Eastern Bengal Railway.—The only collision on this line occurred between two goods trains at Chogdah Station through the fault of the pointsman. It was not attended with any casualty.

Oudh and Rohilkhund Railway.—Of the 5 collisions on this line, one has already been referred to, one occurred to a mixed train through mismanagement in shunting, and the third to a goods train which was too long and struck against a wagon standing at the end of passenger platform. In one instance a trolly was run over. The casualties were 5 servants injured, caused by the accident to the ballast train mentioned above.

Punjab and Delhi.—The number of collisions decreased from 12 to 6. In 2 cases trollies were run over, and in 2 others, the accidents were due to carriages having been blown out of the station yards by storms. In one instance a pilot engine ran into the rear of a long goods train, a truck of which was standing foul of the points. There were no casualties.

Calcutta and South-Eastern State Railway.—Two collisions occurred on this line. In one case a trolly was run over by a shunting engine, and in the other a garden-produce-train ran against some travelling tanks, &c., through the fault of the pointsman. No injury happened to life or limb.

Rajpootana State Railway.—Two collisions were caused by careless shunting. In one instance the brake-van and a 4th class carriage of a mixed train were upset, but no human being received any injury.

Holkar State Railway.—A material train ran against the mail train at Khundwa, causing much damage to stock and works, but fortunately not hurting any one. This was the only collision.

Madras Railway.—On this line also there was only one slight collision between two trains.

Great Indian Peninsula Railway.—There were 12 collisions on this line, of which one occurred between a special troop train and a goods train between Burhanpore and Chadni, causing the death of 4 railway servants and injury to 23 passengers and 2 railway servants. In 6 cases lorries were run over, owing to carelessness on the part of workmen in charge of them. In one of

these accidents 3 servants were killed and 1 injured, and in another one servant was injured. Of the remaining 6 accidents, 4 were due to shunting operations and one to the fault of the Station Master; who gave line-clear orders to opposing trains on the single line. The total casualties consisted of 5 killed and 32 injured.

With regard to the frequency of lorry accidents, the Government of Bymbay has already taken measures.

Bombay, Baroda and Central India Railway.—Two collisions occurred on this line, one between a goods train and some wagons which were being shunted, and the other between a mail train and some wagons standing on the siding at Ahmedabad. The former happened through carelessness of a signalman, and the latter through that of a pointsman. They were fortunately free from casualties.

Taking all Railways together, there were 68 collisions, of which 34 are attributed to the fault of the drivers, 12 to the station staff, 9 to pointsmen, and 9 to workmen employed on the line. As compared with the previous year, the total shows a reduction of 8 accidents of this sort. The total casualties were 6 killed and 56 injured.

Of the total number of collisions, more than half occurred on the East Indian Railway alone, though the casualties to life and limb were not proportionately numerous.

LEAVING THE LINE.

East Indian Railway.—There were 21 accidents of this description, of which 13 were due to defects in axles and journals, and 4 to defects in roads and works; 2 only were connected with shunting operations, against 10 in the previous year. The casualties from these accidents were 13 men injured, of whom 12 were passengers injured in one accident to a passenger train near Kanoo Station during the cyclone in October.

On this railway the weaker axles are being replaced by stronger ones. Some Bessemer steel axles have broken, and in the accident of the 26th April 1874 the quality of the metal of the Bessemer steel axle is reported as hard and brittle. This is a matter which demands the close attention of Railway Boards.

An endeavour has been made to introduce registration of the mileage made by axles in view to reducing this class of accidents, but there are difficulties in regard to the proposal which have not yet been overcome.

Oudh and Rohilkund Railway.—There were 7 cases of vehicles leaving the line, of which 1 was caused by a storm, 2 by defects in way and works, 2 by fault of the Traffic Department and 2 by faults of pointsmen. No injury resulted to life and limb.

Punjab and Delhi Railway.—There occurred 14 cases of getting off rails, of which 11 where due to carelessness of pointsmen, 1 to breakage of an axle, 1 to a piece of firewood dropping out of the train across the rails, and 1 to the fault of the traffic staff. In 2 cases only were passenger trains concerned. There were no casualties.

Sindh Railway.—There was only one accident of this description: the engine of an up-train left the lines through the rails being out of gauge.

Calcutta and South-Eastern State Railway.—Out of 4 cases of leaving the rails, 2 were in connection with shunting. In two instances the drivers were in fault; in the other two defects in the way and works were the causes.

Nulhattee State Railway.—Only one such accident, due to defects in road and works, occurred on this line.

Rajpootana State Railway.—Of the 19 reported cases of leaving the line, 7 were connected with shunting; in one case owing to the prohibited arrangement called fly shunting. Of these 19 accidents, 3 were unavoidable, 3 were due to defects in stock, 2 to defects in road and works, 2 to drivers, 1 to guards, 5 to pointsmen and 3 to workmen. There were no casualties.

Holkar State Railway.—One such accident only occurred on this line, and this was unattended with casualties.

Madras Railway.—There were 18 cases in which engines and vehicles left the line, against 7 in the previous year: 11 of these were caused by

carelessness of pointsmen and 2 by running over cattle. In one case the axle was broken, and in another the Deputy Chief Engineer's inspection train, while passing over the Paupugnee bridge at high speed, got off the line, and was precipitated into the bed of the river. The Fireman and Permanent Way Inspector were killed and 4 others injured by this accident.

South Indian Railway.—On this line there were two accidents of this description due to the breaking of axles.

Great Indian Peninsula Railway.—Out of 15 cases in which the engines and vehicles left the line, 6 were due to the breakage of axles, 3 to pointsmen, 3 to bad loading, 1 to workmen, and 1 to the wearing-out of rails. There were no casualties of any kind.

All Railways.—There were altogether 103 cases in which trains, engines, and vehicles left the line, but in 27 only were passenger trains concerned :—27 of these accidents were caused through defects in rolling stock, 14 through defects in way and works, 8 through faults of the Locomotive Department staff, 8 through faults of the Traffic Department staff, and 33 through carelessness of pointsmen. The total casualties were 2 killed and 17 injured, of which, as mentioned above, 12 were injured in one accident on the East Indian Railway, and 2 killed and 4 injured in an accident on the Madras Railway.

FIRE.

The total accidents from fire increased from 70 in 1873 to 92 in 1874, of which 39 occurred to passenger trains. On the East Indian Railway there was an increase of 5 accidents; on the Punjab and Delhi 5; on the Madras 14; and on the Great Indian Peninsula 3; on the Oudh and Rohilkund a decrease of 1, and on the Sindh of 4. Not a single accident of this description occurred on the Eastern Bengal, Calcutta and South Eastern State, Rajpootana State, Holkar State, South Indian, and Bombay, Baroda and Central India Railways.

Of the total of 92 accidents from fire, 8 were owing to unavoidable causes, 82 to sparks from engines, one to faults of the Locomotive and Traffic staff, and one to faults of the Traffic Department.

Spark-arresters are used on all Railways, but not on the East Indian Railway throughout its length; the exception being the Bengal Division of that line. It is noticeable that, though coal is used throughout the entire length of this line, it stands at the top of the list as regards this class of accidents. But it is to be remembered that the traffic on this line is far greater than on any other, (the train mileage being 43 per cent. of the total on Indian Railways), and, having regard to this fact, the number of accidents from fire is not, by comparison, large.

Of the 20 cases of fire on the East Indian Railway, 9 took place in the Bengal Division and 11 in the North-West Provinces, including the Jubbulpore line. In 15 cases fire was caused by sparks from the engine; in 2 cases by the friction of the bottom boards of brake-vans with wheels, owing to overloading; and, in one case, the contents of a wagon had been loaded in a wet state and produced spontaneous combustion. In another instance fire was caused by native passengers throwing ashes out of their pipes.

It is desirable that the East Indian Railway should, as is the practice on other Railways, state, in all cases of fire, whether spark-arresters were in use.

On the Oudh and Rohilkhund Railway all the 12 accidents were caused by sparks from the engines which burn wood chiefly, and are almost invariably fitted with spark-arresters.

On the Sindh, Punjab and Delhi Railways the accidents from fire were also solely due to sparks from the engines. On the Punjab and Delhi section the engines were generally fitted with perforated plate arresters and lengthened ash-pans, and on the Sindh, with perforated arrester cages in the smoke box.

On the Nulhatee State Railway the only instance of fire was very destructive, two 4th class carriages being burnt. Of the 3 passengers who, on this occasion, jumped out of the train, 1 was killed and 2 were injured. It is understood that, on this line, on which coal is used, there are no spark-arresters, but it should have been stated if this was the case or not, when the accident was reported.

Madras Railway.—Of the 19 cases of fire, 2 are shown as unavoidable and 17 as due to sparks from the engines. In 5 of these the engines burned coal, and in 7 wood. As regards the rest, it is not stated whether coal or wood was used. All the wood-burning engines were fitted with arresters, but apparently not the coal-burning engines. It is desirable in all cases of fire to state whether the fuel is wood or coal, and whether the engines are provided with spark-arresters; and this should be done in future.

Great Indian Peninsula Railway.—Of the 11 accidents from fire, 9 took place from sparks from the engines: the cause of one is not known; one was caused by a shepherd who was smoking while travelling in a sheep truck in charge of sheep.

RUNNING OVER CATTLE.

All Railways.—There were 407 cases of running over cattle, against 283 in 1873 and 296 in 1872. Of the increase of 124 accidents, 69 appear on the East Indian Railway and 29 on the Calcutta and South-Eastern State Railway. The total accidents from this cause on the latter Railway during 1872, 1873, and 1874 were 4, 2, and 31 respectively. It is understood that, in former years, all cases were not reported.

About 93 per cent. of this class of accidents were due to the defective state of the fencing, and 5 per cent. to faults of gatemen and policemen. In more than half of the cases passenger trains were concerned. In one instance the driver of a bullock cart which was run over was injured as well as his cattle.

On the East Indian Railway the number of cases in which cattle were run over was 184; on the Eastern Bengal, 1; on the Oudh and Rohilkhund, 18; on the Punjab, 4; on the Sindh, 15; on the Calcutta and South-Eastern State, 31; on the Nulhatee State, 2; on the Rajpootana State, 12; on the Madras, 48; on the South Indian, 22; on the Great Indian Peninsula, 45; and on the Bombay, Baroda and Central India, 25.

East Indian Railway.—The animals were thrown off the line in 5 instances and, in the remaining number, were run over. Once only did a train suffer, the truck of a goods train, on that occasion, being turned off the line in passing over the carcase of a bullock. It should always be stated whether cow-catchers are used or not. This remark applies to the Punjab, Calcutta and South-Eastern State, Nulhatee State and Rajpootana State Railways, as well as to the East Indian Railway. In one instance a pony jumped out of a train and was run over, and in another, two horses jumped out of a special train, one being killed and the other escaping unhurt.

Oudh and Rohilkhund Railway.—The engines were all fitted with cow-ploughs, but the report shows that 11 animals were, notwithstanding, run over, and that, in only one case, was the apparatus effective in removing the animal from the line.

The *Punjab Railway* shows a satisfactory reduction in this respect, the number of accidents of this class being 4 against 11 in 1873.

It is worthy of note that, in all the 15 cases on the Sindh line, the cattle were thrown off the line by the cow-catchers.

There were 12 cases of running over cattle on the Rajpootana metre gauge State Railway, but it is satisfactory to learn that, in no instance, did an engine leave the metals.

The engines on the *Madras and South Indian Railways*, it is said, are not provided with cow-catchers. The total accidents from running over cattle on these lines number 70. In one instance of collision with cattle on the Madras Railway, the wagon of a mixed train was derailed and the engine injured, and in another instance the composite carriage of a mail train was derailed and the permanent way injured.

The engines of the Railways in the Bombay Presidency are provided with cattle ploughs. Of the 45 cases of running over cattle on the *Great Indian Peninsula Railway*, 34 were due to the defective state of the fencing and 8 to fault of gate-keepers. In 9 cases the fencing is said to be low. One case occurred on the Oomraotee State Railway which has no fencing.

On the *Bombay, Baroda and Central India Railway*, 21 accidents of this description were caused by defect in fences, 1 by the negligence of the Traffic Department, and 3 by the carelessness of the gate-keepers.

OTHER CAUSES.

Under this head there was a total of 97 accidents, of which 28 happened to passenger trains. Two were due to unavoidable causes, 43 to defects in rolling stock, 4 to defects in way and works, 8 to fault of drivers, 7 to faults of the Traffic Department staff, 1 to carelessness of pointsmen, 20 to faults of gatemen and police, 6 to fault of workmen, 1 to improper interference by persons not under the control of the Railway Company, and 6 to malicious attempts on the part of persons not connected with the Railway establishments to throw off the trains. The total casualties were 5 killed and 3 injured.

Six of these accidents took place on the East Indian, 13 on the Oudh and Rohilkhund, 14 on the Punjab, 18 on the Sindh, 2 on the Nulhatee, 10 on the Rajpootana, 6 on the Madras, 23 on the Great Indian Peninsula, and 5 on the Bombay, Baroda, and Central Indian Railways.

As compared with the previous year, the *East Indian Railway* shows a diminution of 21 accidents. Of the six accidents which occurred on this line, 4 were caused through defects in the rolling stock.

Out of the 13 accidents on the *Oudh and Rohilkhund Railway*, 5 were due to faults of gatemen. In two instances the gate-keepers were asleep, but on one of these occasions there was a red light and the driver was to blame in advancing.

On the *Punjab Railway*, gate-keepers fell asleep on 2 occasions, and on 2 occasions were absent from their posts. In 5 instances the accidents were due to the breakage of axles caused by flaws in the iron.

Sindh Railway.—Fifteen out of 18 miscellaneous accidents were caused by the bursting of the tubes of the engines, resulting, it is said, from fair wear and tear. The water of Sindh is known to be bad, and the subject should, consequently, receive careful attention. The circumstances connected with the bursting of a boiler on this line, have still to receive investigation by a testing of the plates of the burst boiler in a more perfect manner than has hitherto been done. The test awaits the arrival of more accurate apparatus than was at hand at the time; and until this test has been made, the explanation of this accident cannot be positively determined. It is a question for consideration whether some system of examination may not reduce the number of accidents from this cause.

On the *Rajpootana Railway* the buffer of a wagon gave way in one instance, and in another the tyre of one of the wheels of a brake-van. In two cases wagons were blown over scotch blocks.

Four attempts were made on the *Madras Railway* to throw the train off the line by placing stones and chairs on the rails, but in no case were the persons convicted. In one of these instances some boys confessed, but were acquitted on the ground of tender age. The remaining two miscellaneous accidents on this line were the results of defects in rolling-stock.

Great Indian Peninsula Railway.—Of the 23 miscellaneous accidents, 9 were due to defects in rolling-stock, 4 to defects in road and works, 1 to faults of the Traffic Department, 5 to neglect of gatemen, 2 to carelessness of workmen, and 2 to malicious attempts of boys to throw the train off the line by placing stones on the rail.

In 4 cases the axles broke, in 2 the couplings parted, and in 3 stones fell from rocks above, and obstructed the line. It is satisfactory to note that there is a marked diminution in the number of landslips at Bhore Ghaut, of which there were 12 in 1873 and 11 in 1872. The danger of these slips may be appreciated by the fact that one boulder, which fell, weighed no less than 10 tons. On the 25th July, the Sewjee bridge was washed away by a heavy flood, and a goods train consisting of 33 empties, 2 loaded wagons, and 2 brakes, with engine and tender, was, with the exception of 5 vehicles, precipitated into the river: 4 persons met their death by this accident. On another occasion 3 persons were injured in consequence of a lorry running into a stone which had fallen on the road from the hillside at Bhore Ghaut. Of the 2 boys, who placed stones on the rail, one was sentenced to one year's rigorous imprisonment, and the other to receive 30 stripes.

Bombay, Baroda and Central India Railway.—There were 5 accidents from miscellaneous causes, of which 4 were due to negligence of gatemen and

police. In one of these a cartman was killed, and in another instance the sun-shades of several carriages of a passenger train were damaged, owing to the train coming in contact with a load of hay overhanging the sides of a truck.

The points to which attention is needed are indicated by the accidents detailed above, and the Government of India trust that the Railway Companies, and the officers of Government in charge of Railways, will take the necessary steps to apply such remedies as are possible. The accidents reported as due to defects in the road, stock, and works, should aid, to some extent, in the prevention of similar accidents in the future by showing in what direction defects may be guarded against. Carelessness and misconduct of the staff have produced many accidents. The only remedies for these causes are improved discipline and habits.

ACCIDENTS AND INJURIES TO PASSENGERS.

The total killed and injured—as compared with the four previous years, was as follows :—

	Killed.	Injured.	TOTAL.
1870	13	63	76
1871	9	29	38
1872	9	58	67
1873	13	83	96
1874	13	70	83

The numbers of passengers killed and injured from causes beyond their own control were 1 and 43 respectively; and from their own misconduct or incaution 12 and 27 respectively. Out of the 43 cases, in which passengers received injuries from circumstances over which they had no control, 40 were due to accidents to trains. Those injured and killed from their own misconduct and want of caution consisted almost entirely of those who attempted to get in or out of trains in motion. In one instance, a passenger, while passing from the up to the down platform at Mokameh on the East Indian Railway, was run over. An overbridge has now been provided at this station. In another case 3 prisoners, though in charge of police, jumped out of the train. Two of these escaped and 1 was injured. Two constables who had jumped out after the prisoners were also seriously hurt. The orders recently issued for the conveyance of prisoners in well-secured carriages will, it is hoped, prevent casualties of this sort.

The numbers of passengers killed and injured per million of passengers carried were :—

	Causes beyond their own control.	From their own misconduct or incaution.
1865	3·64	1·37
1866	0·84	0·61
1867	3·1	1·22
1868	3·58	1·9
1869	6·66	1·81
1870	2·53	1·65
1871	0·47	1·53
1872	1·9	1·4
1873	2·54	1·74
1874	1·79	1·59

The passenger mileage, as observed on previous occasions, is a better measure of this class of accidents, but it will be seen, from table II, that the passenger mileage has not been reported in all cases.

The figures, as compared with those of the previous year, are not unsatisfactory.

ACCIDENTS TO RAILWAY SERVANTS.

The following figures exhibit the numbers of accidents to railway servants throughout India :—

From causes beyond thetr own control—

	Killed.	Injured.
(1)—Employed on trains in motion	10	29
(2)— Ditto in stations or on line	3	12
	13	41

From incaution or misconduct—

	Killed.	Injured.
(1)—Employed on trains in motion	25	55
(2)— Ditto in stations or on line	68	85
	93	140
TOTAL ...	106	181

The distribution of the casualties to servants from causes beyond their own control is—

	Killed.	Injured.
East Indian Railway	1	13
Oudh and Rohilkhund Railway	1	8
Madras Railway	3	6
Great Indian Peninsula Railway	7	12
Bombay, Baroda and Central India Railway ...	1	2

Of the numbers 93 killed and 140 injured from incaution or misconduct, 20 were killed and 38 injured from imprudent acts when engines or carriages were in motion, and 35 were killed and 32 injured while incautiously standing or walking upon the line; 10 persons were killed and 18 injured while in the act of coupling or uncoupling carriages and wagons, and 13 were killed and 17 injured while engaged in shunting operations.

The following table exhibits the casualties to Railway servants, train mileages, &c., for 10 consecutive years :—

	Killed and Injured.			Train mileage.	Reported number of servants employed.
	From causes beyond control.	From misconduct or incaution.	Total.		
1865 ...	57	136	193	9,400,823	49,398
1866 ...	48	152	200	11,073,968	54,034
1867 ...	33	213	246	11,766,389	69,796
1868 ...	60	239	299	11,431,656	68,398
1869 ...	42	213	255	13,703,381	104,558
1870 ...	33	214	247	15,502,339	76,013
1871 ...	24	222	246	13,844,840	74,650
1872 ...	47	214	261	14,525,990	80,258
1873 ...	30	206	236	15,145,205	82,201
1874 ...	54	233	287	17,982,403	77,595*

Taken in connection with the train mileage, the casualties during 1874 do not compare at a disadvantage with those of the previous year.

The numbers of servants hitherto shown as employed on the several railways were not reckoned on an uniform basis. In order to secure uniformity, instructions were issued on 2nd March 1874 and 12th June 1874 as to what classes of servants should be exhibited in the returns of accidents, and the reduction in the number of servants employed compared with previous years, is believed to be due to the classification of servants according to the orders contained in these circulars.

* The number of servants employed on the East Indian Railway is shown in Table IIA as 35,674, but in a statement subsequently received this number is stated to be 21,217. This alteration reduces the total number of servants from 77,595 to 63,138.

The miscellaneous casualties were as follows :—

	Killed.	Injured.
At level crossings	11	2
Trespassers including suicide	77	16
Miscellaneous	14	9
Total 1874	102	27
„ 1873	79	27
„ 1872	94	13

DEATHS IN TRAIN AND STATIONS.

A detailed list of deaths of passengers and intending passengers in carriages and stations from causes unconnected with the working of railways, is, as usual, appended at the end of the returns. The total number of casualties of this sort was 133 against 185 in 1873 and 149 in 1872. Of these 79 occurred on the East Indian, 6 on the Eastern Bengal, 8 on the Oudh and Rohilkhund, 8 on the Punjab section of the Scinde, Punjab and Delhi, 2 on the Rajpootana, 5 on the Madras, 1 on the South Indian, 23 on the Great Indian Peninsula, and 1 on the Bombay, Baroda and Central India Railway. Most of these casualties are apparently due to passengers' undertaking journeys when in bad health.

ORDER.—Ordered, that these proceedings be communicated to the Governments and officers noted in the margin for information and guidance, together with copies of the returns compiled.

Madras.
Bombay.
Consulting Engineers, Calcutta, Lahore and Lucknow.
Director of State Railways.

Ordered also, that these papers be forwarded to the Departments, Governments, Administrations and Officers marginally noted for information, and that copies be forwarded to the Secretary of State for Her Majesty's Government.

Home Department.
Government of Bengal.
Ditto of North-Western Provinces.
Ditto of Punjab.
Chief Commissioner of Oudh.
Ditto ditto, Central Provinces.
Resident, Hyderabad.
Chief Commissioner, British Burmah.
Ditto ditto, Mysore.
Agent, Governor General, Central India.
Ditto ditto, Rajpootana.

Ordered further, that the papers be published in the Supplement to the *Gazette of India*, Table I excepted.

C. H. DICKENS, *Colonel, R. A.*,
Secretary.

TABLE No. I A.

Abstract of the Number and Nature of the Accidents, and of the Injuries to Life and Limb, which have occurred on all Railways open for Traffic *in India during the year* 1874.

	Mean Mileage open.	Railways.		Classification of Accidents to Trains, &c. — Main Heads. I. Collision.	II. Getting off proper line.	III. Fire.	IV. Running over cattle.	V. Other causes.	Total.	Passengers. From causes beyond their own control. Killed.	Injured.	From their own misconduct or want of caution. Killed.	Injured.	Servants of Companies or of Contractors. From causes beyond their own control. Killed.	Injured.	From their own misconduct or want of caution. Killed.	Injured.	Others. Whilst crossing at level crossings. Killed.	Injured.	Whilst trespassing (including suicide). Killed.	Injured.	Miscellaneous. Killed.	Injured.	Total Persons of all Classes. Killed.	Injured.	Killed and Injured.
Under the Control of the Government of India.	1,504	East Indian ...	1874	36	21	20	184	6	267	1	18	8	17	1	13	27	70	8	1	51	10	7	3	103	132	235
	1,504		1873	34	25	15	115	27	216	...	15	6	20	1	5	19	65	3	...	42	10	4	4	75	119	194
	158	Eastern Bengal ...	1874	1	...	...	1	...	2	...	...	...	1	...	...	6	9	...	...	1	...	...	...	7	10	17
	157		1873	3	...	...	...	...	3	...	2	...	1	...	...	2	5	...	...	2	...	1	...	5	8	13
	524	Oudh and Rohilkhund ...	1874	5	7	12	18	13	55	...	1	...	1	1	8	7	7	...	...	5	...	1	1	14	18	32
	374½		1873	3	5	13	12	3	36	1	13	...	...	1	2	8	7	2	...	1	...	...	...	13	22	35
	554	S. P. & D. — Punjab Section ...	1874	6	14	19	4	14	57	...	1	...	1	...	...	4	4	...	...	6	1	1	...	11	7	18
	556		1873	12	24	14	10	16	76	...	...	1	3	...	9	14	7	...	...	4	1	1	..	20	20	40
	109	S. P. & D. — Scinde Section ...	1874	...	1	10	15	18	44	...	...	...	...	...	...	1	...	...	...	...	...	...	...	1	...	1
	105		1873	...	2	14	13	12	41	...	...	1	...	...	2	...	1	...	...	...	...	...	...	1	3	4
	28	Calcutta and South Eastern (State) ...	1874	2	4	...	31	...	37	...	...	...	...	...	...	...	1	...	...	...	...	...	1	...	2	2
	28		1873	...	...	...	2	...	2	...	...	...	...	...	...	...	1	1	...	...	...	1	...	2	1	3
	27¼	Nulhatee (State) ...	1874	...	1	1	2	2	6	...	...	1	2	...	...	...	...	...	...	...	...	...	...	1	2	3
	27¼		1873	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	173	Rajpootana (State) ...	1874	2	19	...	12	10	43	...	...	...	...	...	...	9	2	...	...	2	...	...	...	11	2	13
	91		1873	2	4	1	5	2	14	...	...	...	...	...	...	1	1	...	...	...	...	...	...	1	1	2
	36	Holkar (State) ...	1874	1	1	...	...	...	2	...	...	...	...	...	...	1	...	...	...	...	...	...	...	1	...	1
	Nil.		1873	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Under the Control of the Govt. of Madras.	857	Madras ...	1874	1	18	19	48	6	92	...	...	1	1	3	6	6	7	...	...	5	...	2	...	17	14	31
	843		1873	1	7	5	46	5	64	...	...	...	1	...	...	9	2	...	...	5	1	1	...	15	4	19
	186	South Indian ...	1874	...	2	...	22	...	24	...	...	...	2	...	...	...	...	1	...	...	...	...	...	1	2	3
	187		1873	...	...	...	18	1	19	...	...	...	...	...	...	...	1	...	...	...	1	...	...	...	2	2
Under the Control of the Govt. of Bombay.	1,420	Great Indian Peninsula (a) ...	1874	12	15	11	45	23	106	...	23	...	1	7	12	22	29	1	...	5	2	3	3	38	70	108
	1,279¼		1873	18	27	8	40	18	111	2	15	...	2	...	7	13	33	2	1	3	5	1	1	21	64	85
	444	Bombay, Baroda and C. India (b)	1874	2	...	...	25	5	32	...	...	2	1	1	2	10	11	1	1	2	3	...	1	16	19	35
	423¾		1873	3	9	...	22	4	38	...	9	2	2	...	3	6	11	1	...	1	2	3	1	13	28	41
Total Indian Railways.	6,020¼	... ...	1874	68	103	92	407	97	767	1	43	12	27	13	41	93	140	11	2	77	16	14	9	221	278	499
	5,575¾		1873	76	103	70	283	89	621	3	54	10	29	2	28	72	134	9	1	58	20	12	6	166	272	438

(a). Includes Wardha Valley State Railway, Nizam's State Railway, and Berar Branch Railway.
(b). Includes Dubhoe Branch Railway.

TABLE No. II.

Numerical Abstract of Accidents of all Classes on all Railways open for Traffic *during the year* 1874.

	UNDER THE CONTROL OF THE GOVERNMENT OF INDIA.																		UNDER THE CONTROL OF THE GOVT. OF MADRAS.				UNDER THE CONTROL OF THE GOVT. OF BOMBAY.				TOTAL.		
	E. INDIAN.		E. BENGAL.		O. & R.		P. & D.		SCINDE.		C. & S. E.		NULHATEE.		RAJPOOTANA.		HOLKAR.		MADRAS.		S. INDIAN.		G. I. P.		B. B. & C. I.				
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed and Injured.
PASSENGERS.																													
From causes beyond their own control:—																													
From accidents to trains	...	17	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23	...	...	...	40	40
From other causes	1	1	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	3	4
TOTAL ...	1	18	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23	...	...	1	43	44
Per million of passengers ...	0·16	2·97	...	...	...	0·51	...	0·49	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6·86	...	...	0·04	1·75	1·79
Per million of passenger miles ...	0·002	0·04	...	...	...	0·01	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
From their own misconduct or incaution ...	8	17	...	1	...	1	...	1	...	...	...	...	1	2	...	...	...	...	1	1	...	2	...	1	2	1	12	27	39
Per million of passengers ...	1·32	2·81	...	0·60	...	0·51	...	0·49	...	...	...	...	14·31	28·63	...	...	...	...	0·36	0·36	...	1·31	...	0·30	0·53	0·26	0·49	1·10	1·59
Per million of passenger miles ...	0·017	0·037	...	0·018	...	0·01	...	...	...	...	...	...	0·58	1·15	...	...	...	...	0·007	0·007	...	0·04	...	...	...	...	...	...	...
TOTAL FROM ALL CAUSES ...	9	35	...	1	...	2	...	2	...	...	...	...	1	2	...	...	...	...	1	1	...	2	...	24	2	1	13	70	83
SERVANTS OF COMPANIES OR OF CONTRACTORS.																													
From causes beyond their own control ...	1	13	...	...	1	8	...	...	...	...	...	...	...	...	...	...	...	...	3	6	...	...	7	12	1	2	13	41	54
From their own misconduct or incaution ...	27	70	6	9	7	7	4	4	1	...	...	1	...	...	9	2	1	...	6	7	...	...	22	29	10	11	93	140	233
TOTAL FROM ALL CAUSES ...	28	83	6	9	8	15	4	4	1	...	...	1	...	...	9	2	1	...	9	13	...	...	29	41	11	13	106	181	287
OTHER PERSONS.																													
Crossing at level crossings	8	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	1	1	11	2	13
Trespassers, including suicide	51	10	1	...	5	...	6	1	...	...	...	...	...	...	2	...	...	...	5	...	...	...	5	2	2	3	77	16	93
Miscellaneous	7	3	...	...	1	1	1	...	...	...	...	1	...	...	...	...	...	...	2	...	...	...	3	3	...	1	14	9	23
TOTAL FROM ALL CAUSES ...	66	14	1	...	6	1	7	1	...	...	...	1	...	...	2	...	...	...	7	...	1	...	9	5	3	5	102	27	129
GRAND TOTAL OF ALL CLASSES FROM ALL CAUSES	103	132	7	10	14	18	11	7	1	...	...	2	1	2	11	2	1	...	17	14	1	2	38	70	16	19	221	278	499
Mean length of Ry. open during the year (miles)	1,504		158		524		554		109		28		27¼		173		36		857		186		1,420*		444†		6,020¼		
Number of passengers carried	6,050,276		1,653,803		1,978,246		2,038,453		73,683		435,218		69,870		685,589		109,554		2,773,017		1,532,216		3,352,828		3,800,867		24,553,620		
Train mileage (goods and passengers) ...	7,683,019		558,555		617,721		1,429,483		182,195		38,277		33,926		219,971		40,575		1,920,633		315,714		3,969,217		973,117		17,982,403		
Passenger mileage	450,968,709		55,206,924		92,174,410		...		...		3,970,595		1,731,420		24,600,854		3,413,493		136,749,504		47,071,345		...		...		...		

* Includes the Nizam's, Wardha Valley, and the Berar State Railways.

† Includes the Dubhoe Branch.

TABLE No. II A.

Classified Abstract of Accidents to Servants of Companies or of Contractors *on all Railways* open for Traffic *in India during the year* 1874.

CLASSIFICATION.	UNDER THE CONTROL OF THE GOVERNMENT OF INDIA.																		UNDER THE CONTROL OF THE GOVT. OF MADRAS.				UNDER THE CONTROL OF THE GOVT. OF BOMBAY.				TOTAL.		
	East Indian.		Eastern Bengal.		Oudh and Rohilkhund.		Punjab and Delhi.		Scinde.		Calcutta and South Eastern.		Nulhatee.		Rajpootana.		Holkar.		Madras.		South Indian.		G. I. P.		B. B. & C. I.				
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed and Injured.
I.—FROM CAUSES BEYOND THEIR OWN CONTROL, *viz.*:-																													
(*a*).—*Servants employed on trains in motion*—																													
1. Collisions	1	7	...	...	...	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	7	...	...	3	19	22
2. Trains running into sidings or off their proper line through points being wrong ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Trains or engines getting off rails ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	4	...	...	...	...	...	...	2	4	6
4. Accidents from defects in rolling-stock ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Miscellaneous	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	4	1	...	5	6	11
TOTAL ...	1	7	...	...	...	7	...	...	...	...	...	...	...	...	...	...	...	...	2	4	...	...	6	11	1	...	10	29	39
(*b*).—*Servants employed in stations or on lines*—																													
1. Run over or crushed between buffers while coupling or uncoupling carriages and wagons ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Run over while shunting trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	1	1	2
3. Run over or struck while performing their duties	...	4	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	6	7
4. Miscellaneous	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	2	1	5	6
TOTAL ...	...	6	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	1	2	...	...	1	1	...	2	3	12	15
II.—FROM INCAUTION OR MISCONDUCT—																													
(*a*).—*Servants employed on trains in motion*—																													
1. Collisions	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	2	...	...	3	8	11
2. Attempting to get upon or off or falling from engines or carriages in motion ...	4	16	...	...	2	1	1	2	...	...	...	...	...	...	8	...	...	...	...	5	...	...	2	10	3	4	20	38	58
3. Miscellaneous	...	8	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	2	9	11
TOTAL ...	4	30	1	...	3	1	1	2	...	...	...	...	...	...	8	...	...	...	...	5	...	...	5	13	3	4	25	55	80
(*b*).—*Servants employed in stations or on lines*—																													
1. Run over or crushed between buffers while coupling or uncoupling carriages or wagons	4	10	1	...	...	2	...	...	...	...	...	1	...	...	...	...	1	...	1	...	...	...	2	4	1	1	10	18	28
2. Run over or struck while shunting trains ...	2	4	2	2	...	2	...	1	...	...	...	...	...	...	...	1	...	...	...	...	...	...	5	4	4	3	13	17	30
3. Run over or struck while incautiously standing or walking upon the line	14	16	1	4	3	1	1	1	...	...	...	...	...	...	1	1	...	...	5	2	...	...	8	5	2	2	35	32	67
4. Miscellaneous	3	10	1	3	1	1	2	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	2	3	...	1	10	18	28
TOTAL ...	23	40	5	9	4	6	3	2	1	...	...	1	...	...	1	2	1	...	6	2	...	...	17	16	7	7	68	85	153
GRAND TOTAL ...	28	83	6	9	8	15	4	4	1	...	...	1	...	...	9	2	1	...	9	13	...	...	29	41	11	13	106	181	287
TRAIN MILEAGE ...	7,683,019		55,855		617,721		1,429,483		182,195		38,277		33,926		219,971		40,575		1,920,633		315,714		3,969,217		973,117		17,982,403		
NUMBER OF SERVANTS EMPLOYED ...	35,674		2,900		2,582		8,355		1,200		242		142		1,809		296		4,743		1,066		14,267		4,319		77,595		

TABLE No. III.

Numerical Abstract of Accidents to Trains of all kinds *on all Railways* open for traffic *in India during the year* 1874, *showing their causes and the number of persons killed and injured thereby.*

Railways and nature of accidents.	Number of Accidents.	Passengers.		Servants of Companies or of Contractors.		Other Persons not Passengers or Servants of Companies or of Contractors.		Total Servants, Passengers, and others.		Classification of Accidents.												
										Apparently unavoidable or not accounted for.	Defects in Rolling-Stock or Road and Works.			Neglect or Defect in Management or Discipline.							Improper interference by persons not under the control of the Company.	Malicious acts of persons not, under the control of the Company.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Rolling-Stock.	Road and Works.	Fences.	Locomotive Department.	Guards.	Traffic Department.	Working Signals and Telegraph.	Pointsmen.	Gatemen and Police.	Workmen employed on line.		
										a	*b*	*c*	*d*	*e*	*f*	*g*	*h*	*j*	*k*	*l*	*m*	*n*
East Indian (1,504 *miles open*).																						
I.—Collisions	36*b*	...	5	1	14	...	...	1	19	...	...	...	...	26	5	4	2	4	...	...	...	...
II.—Getting off proper line	21*a*	...	12	...	1	...	...	...	13	1	13	4	2	1	...	...	...	1	...	...	...	...
III.—Fire	20*a*	...	...	...	...	...	...	...	...	3	15	...	...	1	...	2	...	...	...	...	...	...
IV.—Running over cattle	184	...	...	...	...	...	...	...	...	3	...	...	178	...	...	...	...	...	3	...	...	...
V.—Other causes	6	...	...	...	...	...	...	...	...	...	4	...	...	1	...	1	...	...	...	...	...	...
Total ...	267	...	17	1	15	...	...	1	32	7	32	4	180	29	5	7	2	5	3	...	...	...
1873 (1,504 *miles open*) Total ...	216	...	15	...	1	...	...	...	16	5	28	4	111	22	4	18	...	16	5	2	1	4
Eastern Bengal (158 *miles open*).																						
I.—Collisions	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...
II.—Getting off proper line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
III.—Fire	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...
IV.—Running over cattle	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
V.—Other causes	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total ...	2	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	1	...	...	...	...
1873 (157 *miles open*) Total ...	3	...	2	1	...	...	...	1	2	...	...	...	...	1	...	...	...	1	...	1	...	...
Oudh and Rohilkhund (524 *miles open*).																						
I.—Collisions	5*a*	...	...	...	5	...	...	...	5	1	1	...	...	3	...	1	...	...	...	...	...	...
II.—Getting off proper line	7	...	...	...	...	...	...	...	...	1	...	2	...	...	...	2	...	2	...	...	...	...
III.—Fire	12	...	...	...	...	...	...	...	...	...	12	...	...	...	...	...	...	...	...	...	...	...
IV.—Running over cattle	18	...	...	...	...	...	...	...	...	...	...	...	18	...	...	...	...	...	...	...	...	...
V.—Other causes	13*a*	...	...	...	...	...	...	...	...	...	1	...	...	3	...	1	...	...	5	3	1	...
Total ...	55	...	...	...	5	...	...	...	5	2	14	2	18	6	...	4	...	2	5	3	1	...
1873 (374½ *miles open*) Total ...	36	1	13	1	2	...	...	2	15	2	14	...	12	2	1	...	...	1	1	2	...	1
Punjab and Delhi (554 *miles open*).																						
I.—Collisions	6*a*	...	...	...	...	...	...	...	...	...	...	...	...	2	...	3	...	...	...	2	...	...
II.—Getting off proper line	14*a*	...	...	...	...	...	...	...	...	...	1	...	...	1	...	2	...	11	...	...	...	...
III.—Fire	19	...	...	...	...	...	...	...	...	...	19	...	...	...	...	...	...	...	...	...	...	...
IV.—Running over cattle	4	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...
V.—Other causes	14	...	...	...	...	...	...	...	...	...	5	...	...	1	...	3	...	1	4	...	...	...
Total ...	57	...	...	...	...	...	...	...	...	...	25	...	4	4	...	8	...	12	4	2	...	...
1873 (556 *miles open*) Total ...	76	...	...	...	8	...	...	...	8	3	18	...	8	9	...	6	...	22	8	3	...	...

(*a*) Of these, 1 is classified under two letters.

(*b*) Of these, 5 are classified under two letters each.

RAILWAYS AND NATURE OF ACCIDENTS.	Number of Accidents.	Passengers.		Servants of Companies or of Contractors.		Other Persons not Passengers or Servants of Companies or of Contractors.		Total Servants, Passengers, and others.		Classification of Accidents.												
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Apparently unavoidable or not accounted for.	Defects in Rolling-Stock or Road and Works. Rolling-Stock.	Road and Works.	Fences.	Neglect or Defect in Management or Discipline. Locomotive Department.	Guards.	Traffic Department.	Working Signals and Telegraph.	Pointsmen.	Gatemen and Police.	Workmen employed on line.	Improper interference by persons not under the control of the Company.	Malicious acts of persons not under the control of the Company.
										a	b	c	d	e	f	g	h	j	k	l	m	n
Scinde (109 *miles open*).																						
I.—Collisions	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
II.—Getting off proper line	1	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...
III.—Fire	10	...	...	...	...	...	...	...	...	...	10	...	...	...	...	...	...	...	...	...	...	...
IV.—Running over cattle	15	...	...	...	...	...	...	...	...	...	...	...	15	...	...	...	...	...	...	...	...	...
V.—Other causes	18	...	...	...	...	...	...	...	...	...	16	...	...	1	...	...	...	...	1	...	...	...
Total ...	44	...	...	...	...	...	...	...	...	...	26	1	15	1	...	...	...	...	1	...	...	...
1873 (105 *miles open*) Total ...	41	...	...	...	2	...	...	...	2	4	21	...	13	2	...	...	...	1	...	...	...	...
Calcutta and South-Eastern (28 *miles open*).																						
I.—Collisions	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...
II.—Getting off proper line	4	...	...	...	...	...	...	...	...	...	...	2	...	2	...	...	...	...	...	...	...	...
III.—Fire	...	...	...	...	...	...	...	...	...	...	...	...	31	...	...	...	...	...	...	...	...	...
IV.—Running over cattle	31	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
V.—Other causes	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total ...	37	...	...	...	...	...	...	...	...	...	...	2	31	2	...	...	...	1	...	1	...	...
1873 (28 *miles open*) Total ...	2	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...
Nulhatee (27¼ *miles open*).																						
I.—Collisions	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
II.—Getting off proper line	1	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...
III.—Fire	1	1	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
IV.—Running over cattle	2	...	...	...	...	...	...	1	2	1	...	...	...	...	...	...	...	...	...	...	...	...
V.—Other causes	2	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...
Total ...	6	1	2	...	...	...	...	1	2	1	2	1	2	...	...	...	...	...	...	...	...	...
1873 (27¼ *miles open*) Total ...	1	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...
Rajpootana, (173 *miles open*).																						
I.—Collisions	2	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...
II.—Getting off proper line	19	...	...	...	...	...	...	...	...	3	3	2	...	2	1	...	...	5	...	3	...	...
III.—Fire	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
IV.—Running over cattle	12	...	...	...	...	...	...	...	...	...	...	...	12	...	...	...	...	...	...	...	...	...
V.—Other causes	10	...	...	...	...	...	...	...	...	2	4	...	...	2	...	...	...	...	1	1	...	...
Total ...	43	...	...	...	...	...	...	...	...	5	7	2	12	5	1	1	...	5	1	4	...	...
1873 (91 *miles open*) Total ...	14	...	...	...	...	...	...	...	...	1	2	1	5	...	1	3	...	...	...	...	...	1

II.—Getting off proper line ...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
III.—Fire ...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...
IV.—Running over cattle	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
V.—Other causes ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1873 (*Nil miles open*) Total	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Madras (857 *miles open*).																							
I.—Collisions ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...
I.—Getting off proper line ...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
I.—Fire ...	18	...	...	2	4	...	...	2	4	1	1	1	2	1	...	1	...	...	1	...	...	...	...
V.—Running over cattle	19	...	...	...	...	...	...	...	...	2	17	...	...	...	...	...	...	...	11	...	...	...	...
V.—Other causes ...	48	...	...	...	...	...	...	...	...	...	...	...	46	...	...	...	...	...	...	2	...	...	...
Total	6	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...
1873 (843 *miles open*) Total	92	...	...	2	4	...	...	2	4	3	20	1	48	1	...	1	...	...	12	2	...	...	4
South Indian (186 *miles open*).																							
I.—Collisions ...	64	...	...	...	1	...	...	...	1	1	6	1	44	2	1	3	...	3	2	...	1	1	
I.—Getting off proper line ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
I.—Fire ...	2	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	
V.—Running over cattle	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
V.—Other causes	22	...	...	...	...	...	...	...	...	...	...	...	16	...	...	...	...	...	6	...	...	...	
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1873 (187 *miles open*) Total	24	...	...	...	...	...	...	...	...	...	2	...	16	...	...	...	...	...	6	...	...	...	
Great Indian Peninsula (1,420 *miles open*).																							
I.—Collisions ...	19	...	...	...	...	...	...	...	...	...	...	...	18	...	...	...	...	...	...	...	...	...	
I.—Getting off proper line ...	12	...	23	5	9	...	...	5	32	...	...	...	...	2	...	2	1	1	...	6	...	...	1
I.—Fire ...	15	...	...	...	...	...	...	...	...	...	7	1	...	...	...	3	...	3	...	1	...	...	
V.—Running over cattle	11	...	...	...	...	...	...	...	...	2	9	...	...	...	...	...	...	...	...	...	...	...	
V.—Other causes ...	45	...	...	...	...	...	...	...	...	...	...	...	34	...	...	1	...	1	8	1	...	...	
Total	23	...	...	4	3	...	...	4	3	...	9	4	...	...	...	1	...	...	5	2	...	2	
1873 (1,279½ *miles open*) Total	106	...	23	9	12	...	...	9	35	2	25	5	34	2	...	7	1	5	13	10	...	2	
Bombay, Baroda and Central India (444 *miles open*).																							
I.—Collisions ...	111	2	11	...	7	...	1	2	19	1	18	8	29	9	4	13	2	9	9	6	...	5	
I.—Getting off proper line ...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	
I.—Fire ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
V.—Running over cattle	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
V.—Other causes ...	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Total	5	...	...	...	...	...	1	...	1	...	...	...	21	...	...	1	...	...	3	...	...	...	
1873 (423¾ *miles open*) Total	32	...	...	...	...	1	...	1	...	...	...	...	...	...	...	1	...	...	4	...	...	...	
Abstract of all Lines.																							
I.—Collisions ...	38	...	9	2	3	1	1	1	1	...	...	...	21	...	...	2	1	1	7	...	...	...	
I.—Getting off proper line ...	68	...	28	6	28	...	...	5	13	...	3	1	20	1	1	3	...	3	3	2	...	1	
I.—Fire ...	103	...	12	2	5	...	...	6	56	1	1	...	...	34	5	12	4	9	...	9	...	...	
V.—Running over cattle	92	1	2	...	...	...	...	2	17	6	27	14	4	8	1	8	...	33	...	4	...	...	
V.—Other causes ...	407	...	...	...	...	...	...	1	2	8	82	...	...	1	...	2	...	...	...	...	...	...	
1874 (6,020¼ *miles open*). (*Train mileage* 17,982,403).	97	...	...	4	4	1	1	...	1	3	...	...	378	...	...	2	...	1	22	1	...	...	
Grand Total							...	5	3	2	43	4	...	8	...	7	...	1	20	6	1	6	
1873 (5,575¾ *miles open*). (*Train mileage* 15,145,205).	767	1	42	12	36	1	1	14	79	20	153	18	382	51	6	31	4	44	42	20	1	6	
GRAND TOTAL	621	3	50	4	24	3	2	10	76	17	111	15	262	48	12	46	2	56	28	16	2	14	

N.B.—The Great Indian Peninsula Railway includes the Wardha Valley State Railway, Nizam's State Railway, and the Berar Branches.
The Bombay, Baroda and Central India Railway includes the Dubhoe Branch Railway.

TABLE No. III A.

Numerical Abstract of Accidents to Passenger Trains *on all Railways* open for Traffic *in India during the year* 1874, *showing their causes and the number of persons killed and injured thereby.*

RAILWAYS AND NATURE OF ACCIDENTS.	Number of Accidents.	Number of Passengers.		Number of Servants of Companies or of Contractors.		Other Persons not Passengers or Servants of Companies or of Contractors.		Total Number of Servants, Passengers, and others.		Classification of Accidents.												
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Apparently unavoidable or not accounted for.	Defects in Rolling-Stock or Road and Works. Rolling-Stock.	Road & Works.	Fences.	Neglect or Defect in Management or Discipline. Locomotive Department.	Guards.	Traffic Department.	Working Signals and Telegraph.	Pointsmen.	Gatemen and Police.	Workmen employed on line.	Improper interference by persons not under the control of the Company.	Malicious acts of persons not under the control of the Company.
										a	*b*	*c*	*d*	*e*	*f*	*g*	*h*	*j*	*k*	*l*	*m*	*n*
East Indian (1,504 *miles open*).																						
I.—Collisions	4	...	5	...	2	...	...	...	7	...	...	...	...	1	...	2	...	1	...	...	...	...
II.—Getting off proper line	5	...	12	...	...	...	...	...	12	1	3	1	...	...	...	...	...	...	...	...	...	...
III.—Fire	6*a*	...	...	...	...	...	...	...	...	2	3	...	...	1	...	1	...	...	...	...	...	...
IV.—Running over cattle	65	...	...	...	...	...	...	...	...	1	...	...	63	...	...	...	...	...	1	...	...	...
V.—Other causes	1	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...
Total ...	81	...	17	...	2	...	...	...	19	4	7	1	63	2	...	3	...	1	1	...	...	...
Eastern Bengal (158 *miles open*).																						
Nil.																						
Oudh and Rohilkhund (524 *miles open*).																						
I.—Collisions	1	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...
II.—Getting off proper line	3	...	...	...	...	...	...	...	...	1	...	...	...	...	...	1	...	1	...	...	...	...
III.—Fire	10	...	...	...	...	...	...	...	...	...	10	...	...	...	...	...	...	...	...	...	...	...
IV.—Running over cattle	15	...	...	...	...	...	...	...	...	...	...	...	15	...	...	...	...	...	...	...	...	...
V.—Other causes	3*a*	...	...	...	...	...	...	...	...	...	1	...	...	1	...	...	...	...	1	...	1	...
Total ...	32	...	...	...	...	...	...	...	...	1	11	...	15	2	...	1	...	1	1	...	1	...
Punjab and Delhi (554 *miles open*).																						
I.—Collisions	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	...
II.—Getting off proper line	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...
III.—Fire	6	...	...	...	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	...	...
IV.—Running over cattle	3	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...
V.—Other causes	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...
Total ...	16	...	...	...	...	...	...	...	...	...	6	...	3	...	...	1	...	2	3	1	...	...

Scinde (109 *miles open*).																						
I.—Collisions	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
II.—Getting off proper line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
III.—Fire	2	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...
IV.—Running over cattle	5	...	...	...	...	...	...	...	...	...	...	...	5	...	...	...	...	...	...	...	...	...
V.—Other causes	2	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...
Total	9	...	...	...	...	...	...	...	...	...	4	...	5	...	...	...	...	...	...	...	...	...
Calcutta and South-Eastern (28 *miles open*).																						
I.—Collisions	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...
II.—Getting off proper line	3	...	...	...	...	...	...	...	...	...	...	1	...	2	...	...	...	...	...	...	...	...
III.—Fire	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
IV.—Running over cattle	23	...	...	...	...	...	...	...	...	...	...	...	23	...	...	...	...	...	...	...	...	...
V.—Other causes	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	27	...	...	...	...	...	...	...	...	...	...	1	23	2	...	...	...	1	...	...	...	...
Nulhalee (27¼ *miles open*).																						
I.—Collisions	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
II.—Getting off proper line	1	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...
III.—Fire	1	1	2	...	...	...	...	1	2	1	...	...	...	...	...	...	...	...	...	...	...	...
IV.—Running over cattle	2	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...
V.—Other causes	2	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...
Total	6	1	2	...	...	...	...	1	2	1	2	1	2	...	...	...	...	...	...	...	...	...
Rajpootana (173 *miles open*).																						
I.—Collisions	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
II.—Getting off proper line	2	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	1	...	...	...	...
III.—Fire	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
IV.—Running over cattle	8	...	...	...	...	...	...	...	...	...	...	...	8	...	...	...	...	...	...	...	...	...
V.—Other causes	3	...	...	...	...	...	...	...	...	...	2	...	...	1	...	...	...	...	...	...	...	...
Total	14	...	...	...	...	...	...	...	...	1	2	...	8	1	...	1	...	1	...	...	...	...
Holkar (36 *miles open*).																						
I.—Collisions	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
II.—Getting off proper line	1	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...
III.—Fire	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
IV.—Running over cattle	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
V.—Other causes	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	2	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...
Madras (857 *miles open*).																						
I.—Collisions	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
II.—Getting off proper line	6	...	...	...	...	...	...	...	...	...	...	...	2	...	...	1	...	3	...	...	...	...
III.—Fire	12	...	...	...	...	...	...	...	...	2	10	...	...	...	...	...	...	...	...	...	...	...
IV.—Running over cattle	32	...	...	...	...	...	...	...	...	...	...	...	32	...	...	...	...	...	...	...	...	...
V.—Other causes	6	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	4
Total	56	...	...	...	...	...	...	...	...	2	12	...	34	...	...	1	...	3	...	...	...	4

(*a*) One of these accidents is classified under two letters.

RAILWAYS AND NATURE OF ACCIDENTS.	Number of Accidents.	Number of Passengers.		Number of Servants of Companies or of Contractors.		Other Persons not Passengers or Servants of Companies or of Contractors.		Total Number of Servants, Passengers, and others.		Classification of Accidents.												
										Apparently unavoidable or not accounted for.	Defects in Rolling Stock, or Road and Works.			Neglect or Defect in Management or Discipline.							Improper interference by persons not under the control of the Company.	Malicious acts of persons not under the control of the Company.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Rolling Stock.	Road & Works.	Fences.	Locomotive Department.	Guards.	Traffic Department.	Working Signals and Telegraph.	Pointsmen.	Gatemen and Police.	Workmen employed on line.		
										a	b	c	d	e	f	g	h	j	k	l	m	n
South Indian (186 *miles open*).																						
II.—Collisions	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
II.—Getting off proper line	1	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...
II.—Fire	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
V.—Running over cattle	15	...	...	...	...	...	...	...	...	...	...	...	13	...	...	...	...	...	2	...	...	...
V.—Other causes	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total ...	16	...	...	...	...	...	...	...	...	...	1	...	13	...	...	...	...	...	2	...	...	...
Great Indian Peninsula (1,420 *miles open*).																						
I.—Collisions	1	...	23	2	4	...	...	2	27	...	...	...	...	...	...	1	...	...	...	...	...	...
II.—Getting off proper line	3	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	1	...	...
II.—Fire	2	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...
V.—Running over cattle	20	...	...	...	...	...	...	...	...	...	...	...	13	...	...	1	...	...	4	2	...	...
V.—Other causes	7	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	3	2	...	1
Total ...	33	...	23	2	4	...	...	2	27	...	3	1	13	...	...	2	...	1	7	5	...	1
Bombay, Baroda and Central India (444 *miles open*).																						
I.—Collisions	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...
II.—Getting off proper line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
II.—Fire	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
V.—Running over cattle	21	...	...	...	...	...	...	...	...	...	...	...	18	...	...	1	...	...	2	...	...	...
V.—Other causes	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
Total ...	23	...	...	...	...	...	...	...	...	...	...	...	18	...	...	2	...	1	2	...	...	...
Abstract of all Lines (6,020¼ *miles open*).																						
I.—Collisions	12	...	28	2	6	...	...	2	34	...	...	...	...	2	...	6	...	3	...	1	...	...
II.—Getting off proper line	27	...	12	...	...	...	...	...	12	3	5	3	2	3	...	2	...	8	...	1	...	...
II.—Fire	39	1	2	...	...	...	...	1	2	5	33	...	...	1	...	1	...	...	...	...	...	...
V.—Running over cattle	209	...	...	...	...	...	...	...	...	1	...	...	195	...	...	2	...	...	9	2	...	...
V.—Other causes	28	...	...	...	...	...	...	...	...	...	10	1	...	2	...	1	...	...	7	2	1	5
Grand Total ...	315	1	42	2	6	...	...	3	48	9	48	4	197	8	...	12	...	11	16	6	1	5

TABLE No. IV.

Showing the Total Number of Accidents to Persons *of all kinds, and to* Trains, *&c., on all Railways* open for Traffic *during the year* 1874.

		Mean Length of Railway open.	Total Number of Train Miles.	Train Miles per mile open.	Passenger Mileage.*	Passenger Mileage per mile open.	Total Number of Accidents to Trains, &c., of all kinds.	Total Number of Passengers carried.	Average Number of Passengers per mile open.	Passengers. Killed.	Passengers. Injured.	Servants. Beyond own control. Killed.	Servants. Beyond own control. Injured.	Servants. Within own control. Killed.	Servants. Within own control. Injured.	Trespassers, &c. Killed.	Trespassers, &c. Injured.	Total. Killed.	Total. Injured.	Total. Killed and Injured.
Under the Control of the Government of India ...	1874	3,113¼	10,803,722	3,470	.....	.....	513	13,094,692	4,206	10	42	2	21	55	93	82	17	149	173	322
	1873	2,842¼	8,293,424	2,917	696,297,426	244,916	389	11,642,812	4,095	9	54	2	18	44	87	62	15	117	174	291
Ditto Madras ...	1874	1,043	2,236,347	2,144	.....	.....	116	4,305,233	4,128	1	3	3	6	6	7	8	...	18	16	34
	1873	1,030	2,323,938	2,256	172,298,967	167,281	83	4,210,602	4,088	...	1	...	...	9	3	6	2	15	6	21
Ditto Bombay ...	1874	†1,864	4,942,334	2,651	.....	.....	138	7,153,695	3,838	2	25	8	14	32	40	12	10	54	89	143
	1873	1,703	4,527,843	2,659	388,118,339	227,903	149	6,509,159	3,822	4	28	...	10	19	44	11	10	34	92	126
Total ...	1874	6,020¼	17,982,403	2,987	.....	.....	767	24,553,620	4,079	13	70	13	41	93	140	102	27	221	278	499
	1873	5,575¼	15,145,205	2,716	1,256,714,732	225,379	621	22,362,573	4,011	13	83	2	28	72	134	79	27	166	272	438

* Information not received for all Railways.
† Includes the Wardha Valley State Railway, the Nizam's State Railway and the Berar Branch Railways, which are worked by the Great Indian Peninsular Railway. The Dubhoe Branch is also worked by the Bombay, Baroda and Central India.

GOVERNMENT OF INDIA.

FINANCIAL DEPARTMENT.

EXPENDITURE INCURRED IN THE RELIEF OF THE DISTRESS IN THE NORTH-WESTERN PROVINCES RESULTING FROM THE DROUGHT OF 1873.

No. 430A., dated Naini Tal, the 1st May 1875.

From—A. COLVIN, Esq., Offg. Secretary to Government, North-Western Provinces,
To—The Secretary to the Government of India, FINANCIAL DEPT.

With reference to your letter No. 1940, dated 31st March 1875, and previous correspondence, I am now directed to forward, for the information of His Excellency the Viceroy and Governor General in Council, a Resolution in the Department of Public Works of this Government, Nos. 453—54A, dated 29th March 1875, showing that on the principle laid down in the Resolution of the Government of India in the Department of Public Works, Nos. 717—20, dated 25th November 1874, Rs. 7,72,856 of the expenditure on famine relief works are chargeable to Imperial Funds.

2. If the principle that the expenditure on account of charitable relief should also be debited to Imperial Funds be approved, as proposed in my letter No. 10A, dated 10th February 1875, Rs. 53,171 must be added in this account. The details of this amount have not yet been received from the Accountant General, but will be submitted with as little delay as possible.

3. I am also to invite attention to my letter to the Department of Revenue, Agriculture and Commerce (copy appended), No. 22A, dated 15th March 1875, and to state that if the proposals therein made be sanctioned, a further sum of about Rs. 14,200 will be spent, thus making the famine expenditure in these Provinces chargeable to Imperial Revenues amount in all to Rs. 8,40,227, or in round numbers Rs. 8,41,000.

No. 1455, dated Allahabad, the 16th March 1875.

From—HARRY MARTEN, Esq., Controller, Public Works Accounts,
To—The Secretary to Government, North-Western Provinces.

I have the honor to forward herewith, for the information of Government, a statement of expenditure incurred in 1873-74 and 1874-75 on works carried out for relief purposes, and its adjustment against the Public Works Provincial and Famine Relief, under the orders contained in the Resolution of the Government of India, No. 717—20A-G., dated 25th November 1874.

2. I beg also to forward a note explanatory of the work done, and the data on which the adjustment has been arrived at.

3. The following table shows in abstract for each district wherein relief works were necessary what the total expenditure was, and the value of the work done to the Public Works Department :—

DISTRICTS.	CHARGEABLE TO		Total Outlay.	PERCENTAGE.	
	Famine Relief.	Public Works.		Famine Relief.	Public Works.
	Rs.	Rs.	Rs.		
	10,382	9,283	19,665	33	47
Banda	7,298	16,497	23,795	31	69
Jhansi	2,095	1,930	4,025	52	48
Jalaun	11,649	6,525	18,174	64	36
Mirzapur	...	168	168	...	100
Azamgarh	8,730	4,448	13,178	66	34
Gorakpur	3,02,912	41,145	3,44,057	88	12
Basti	4,23,674	33,625	4,57,299	...	...
Hamirpur	6,116	2,863	8,979	68	32
TOTAL ...	7,72,856	1,16,484	8,89,340	87	13

4. The whole of the Rs. 8,89,340 has been kept in the accounts as Famine Relief Works. The portion now found to be chargeable to Public Works, *viz.*, Rs. 1,16,484, will now be written back to its proper head.

No. 1130, dated Simla, the 31st May 1875.

From—R. B. CHAPMAN, Esq., Secy. to the Govt. of India, FINANCIAL DEPT.,
To—The Secretary to the Government of the North-Western Provinces.

I am directed to acknowledge the receipt of your letter No. 430A., dated 1st May 1875, from which it appears that the entire expenditure for the relief of the distress in the North-Western Provinces resulting from the drought of 1873, has amounted to about Rs. 8,41,000.

2. The Governor General in Council is pleased to decide that the whole of this expenditure shall be adjusted as a charge against the Imperial Revenues, and I am directed to express the satisfaction of His Excellency in Council at the care that has been taken by Sir W. Muir and Sir John Strachey to exercise a strict supervision over the expenditure required to anticipate and alleviate the effects of the drought in some portions of the North-Western Provinces.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RUBBEE SEASON, 1874-75, COMMENCING ON THE 1st DECEMBER 1874.

Irrigation Operations of Lower Bengal during the Month of April 1875.

Circle.	District.	Canal.	Supply of water in the Canals. Estimated full discharge in cubic feet per second.	Supply of water in the Canals. Average discharge in cubic feet per second throughout the month.	Dalwa Rice Irrigation. Area leased up to the 1st of the month.	Dalwa Rice Irrigation. Area leased during the month.	Dalwa Rice Irrigation. Total area leased up to the end of the month.	Tobacco, Cotton, Huldee, Ginger, Wheat and Garden Produce. Area leased up to the 1st of the month.	Tobacco, Cotton, Huldee, Ginger, Wheat and Garden Produce. Area leased during the month.	Tobacco, Cotton, Huldee, Ginger, Wheat and Garden Produce. Total area leased up to the end of the month.	Oil-seeds and Pulses. Area leased up to the 1st of the month.	Oil-seeds and Pulses. Area leased during the month.	Oil-seeds and Pulses. Total area leased up to the end of the month.	Sugarcane and other Crops. Area leased up to the 1st of the month.	Sugarcane and other Crops. Area leased during the month.	Sugarcane and other Crops. Total area leased up to the end of the month.	Grand total of area leased up to end of month (total of columns 8, 11, 14, & 17).	Grand total of corresponding period of last year.	Rainfall. Inches during month.	Rainfall. Inches during Rubbee Season.	Rainfall. Average of ten previous years for the same period.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Orissa...	Cuttack* ...	Kendraparah ...	1,269	198·15	400	874	1,274	2,246	85	2,331	83	1	84	33	17	50	3,739	2,218	1·89	3·13	5·01
		High Level, Section I.	675	171·86	24	6	30	46	4	50	9	...	9	2	24	26	115	93			
		Toldundah ...	1,300	95·73	2	...	2	144	6	150	10	...	10	60	11	71	233	173			
		Matchgong ...	650	67·65	...	...	...	158	8	166	28	...	28	34	7	41	235	190			
	Total of the month ...		...	...	426	880	1,306	2,594	103	2,697	130	1	131	129	59	188	4,322(a)	2,674	...	...	...
	Total of the corresponding month of previous year		...	...	91	...	91	2,234	81	2,315	110	...	110	134	24	158	2,674	...	...	...	...
South-Western	Midnapore ...	Midnapore ...	875	110·86	...	...	...	...	...	...	...	...	...	...	...	...	...	43	2·03	2·92	7·39
	Howrah ...	Panchkoorah ...	300	16·20	1,433†	...	1,433†	...	...	...	...	...	...	...	...	...	1,433	183	0·68	1·38	4·18
	Total of the month ...		...	...	1,433†	...	1,433†	(b)	...	(b)	(b)	...	(b)	(b)	...	(b)	1,433	226	...	...	...
	Total of the corresponding month of previous year		...	...	183	...	183	28	...	28	14	...	14	1	...	1	223	...	...	...	...
	Grand Total of the month ...		...	...	1,859	...	2,739	2,594	103	2,697	130	1	131	129	59	188	5,755	...	...	...	...
	Grand Total of the corresponding month of the previous year		...	...	274	...	274	2,262	81	2,343	124	1	125	135	24	159	2,900	...	...	...	...

REMARKS.

(a.) The details of column 18 are—

	Acres.
Dalwa	1,306
Cotton	2,593
Huldee	12
Wheat	2
Garden produce ...	45
Moong	8
China	5
Onions	6
Chillies	3
Oil-seeds	131
Brinjals	30
Plantains	13
Sugarcane	168
Total ...	4,322

(b.) The figures shown in the last return represented leases granted in December 1873. It was by a mistake that they were continued to be included in the statement from December 1874 to March 1875.

* The weather, cloudy with seasonable showers, has been favorable for the rubbee crops. The Kendrapara Canal was closed for repairs on the 28th of April. There was very little demand for water towards the close of the month owing to the rain-fall.

† The figures entered in the returns since December last included by mistake acres 310, at Rs. 1-8 per acre, which pertained to the year 1873-74; commencing from the 1st December 1873, and which have been omitted from the present return.

G. A. SEARLE, *Lieut.-Colonel, S. C.,*
Offg. Asst. Secretary to the Government of Bengal,
Public Works Department, Irrigation Branch.

FORT WILLIAM,
The 20th May 1875.

Printed and Published for the GOVT. OF INDIA *at the Office of* SUPDT. GOVT. PRINTING, 8, *Hastings Street, Calcutta.*

SUPPLEMENT TO
The Gazette of India.

№ 25.} CALCUTTA, SATURDAY, JUNE 26, 1875. { Register No. 75.

OFFICIAL PAPERS.

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GOVERNMENT OF INDIA.

FOREIGN DEPARTMENT.

TRADE RETURN OF THE TURKISH ARABIA AGENCY, 1875.

Goods that passed through the Custom House at Baghdad from 13*th March* 1874 *to* 12*th March* 1875.

Description of goods.	Quantity.	Value.	TOTAL.
		£ s. d.	£ s. d.
Imports from Persia.			
Bags and tents, hair	6,610 pieces ...	1,527 15 5	
Calico dyed and printed chintz	2,540 pieces and 55 bales	1,397 18 11	
Carpets, all sorts	33,071 in No. ...	28,498 4 5	
Combs, wooden	149,224 „ ...	668 8 4	
Cotton	1,413 okes ...	64 19 0	
Fruits, dried	64,543 „ ...	2,112 6 3	
Grocery and drugs	.....	2,728 12 7	
Ghee	1,582 „ ...	100 18 5	
Hand and headkerchiefs	.....	687 4 8	
Millstones	880 pairs ...	774 18 5	
Silk, all sorts	41,593 okes ...	77,654 17 2	
Silk goods	423 pieces ...	958 4 10	
Shoes and slippers	1,358 pairs ...	218 10 2	
Shots	6,103 okes ...	320 2 6	
Stockings	16,099 pairs ...	427 8 3	
Sundry small articles and hardware ...	.....	3,266 1 7	
Tobacco from Isfahan	1,527,035 okes ...	82,267 5 2	
Do. do. Shiraz	6,726 „ ...	239 4 10	
Do. pipe	20,315 „ ...	513 0 5	
Twist, wool	199 „ ...	14 13 5	
Wax, bees'	1,240 „ ...	233 17 5	
Wool	780 „ ...	26 19 6	
Woollen stuff for dresses	1,062 pieces ...	507 6 8	
			205,208 1 4
Imports from Russia.			
Printed linen, crockery and sundry small articles	.....	.....	159 1
Imports from Bahrein.			
Pearls	237½ miscals ...	.....	303 3
Imports from India.			
Chullara and other piece-goods	9,200 pieces ...	4,006 5 1	
Grocery	78,752 okes ...	16,376 2 3	
Indigo from Calcutta	62,041 „ ...	47,299 13 6	
Silk, shaary	887 „ ...	1,421 8 7	
Snuff	744 bottles ...	69 0 9	
Sugar candy	553 okes ...	36 4 5	
Sundry small articles	.....	213 3 7	
Tin	879 cantars ...	2,760 19 3	
Turbans, aghabanee	247 pieces ...	200 14 1	
			72,383 11

Description of goods.	Quantity.	Value.			TOTAL.		
		£	s.	d.	£	s.	d.
Mixed Imports from India and Europe, chiefly from London.							
Candles, sperm	22,644 okes ...	2,363	18	10			
Canvas	13,650 pieces ...	497	4	10			
Caps, Turkish	1,182, No. ...	719	7	7			
Chintz, prints, and other piece-goods ...	176,876 pieces ...	39,184	9	0			
Cloth, woollen, thick and thin marinos ...	8,228 „ ...	9,551	4	4			
„ cotton madapolam, gray	453,804 „ ...	68,006	14	5			
Copying machine	10 in No. ...	102	2	7			
Copper in sheets	24,356 okes ...	3,861	0	0			
Crockery	.....	49	0	5			
Damasco, woollen	82 pieces ...	171	1	3			
Grocery	... ...	201	13	2			
Hardware and sundry small articles ...	.....	13,324	3	7			
Head and handkerchiefs	45,000 pieces and 2,429 dozen.	9,115	4	4			
Iron	... ...	171	2	0			
Lankeh, piece-goods of various colors ...	1,635 pieces ...	155	5	10			
Lead	122 cantars ...	185	1	5			
Linen shirtings	352 pieces ...	449	2	4			
Silk goods	387 „ ...	117	4	0			
Sugar, loaves and crushed	12,930 cantars ...	20,453	6	2			
Tin plates	.....	1,012	12	5			
Tea	2,691 okes ...	1,121	17	9			
Twist, cotton	81,756 „ ...	2,894	0	10			
Sundries	... ...	736	8	2	174,443	5	3
Total amount of Imports ...	.....	.....			452,498	0	0
Exports to Persia.							
Chintz, printed	601 pieces ...	88	5	11			
Dates, "Zehdi"	6,754 okes ...	29	3	4			
Lankeh, colored piece-goods	265 pieces ...	33	0	0			
Linen shirtings, fine	.....	638	10	5			
Leather, red	236 in No. ...	27	16	11			
Shoes and slippers	2,175 pairs ...	114	6	3			
Skins, lamb	16,710 No. ...	940	7	2			
Turbans, aghabanee	86 pieces ...	33	11	2			
Sundry articles	... ...	229	14	8			
Woollen stuff from Neijeff	393 pieces ...	303	19	10	2,438	15	8
Exports to Russia.							
Lamb skins, &c.	.....	.....			196	16	2
Exports upon which duty was payable at the port of shipment, viz.—							
Dates	.....	946	2	2			
Fruits, dried, and drugs	.....	191	7	8			
Egyptian corn	... ...	170	4	3			
Galls	... ...	3,282	11	5			
Piece-goods	.....	23	11	8			
Skins, guts, hides, &c.	... ...	380	8	8			
Wheat	... ...	25,413	3	6			
Wool	... ...	8,693	0	4	39,100	9	8
Total amount of Exports ...	... ...	.....			41,736	1	6

Price-current of grain from 13*th March* 1874 *to* 12*th March* 1875.

Description.	1874.																1875.			
	March.		April.		May.		June.		July.		August.		September.		October.		November.		December.		January.		February.	
	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
Rice, common, per 134 lbs.	9	4	8	9	8	9	8	9	8	6	8	6	8	6	8	6	8	9	8	1	7	9	7	10
Wheat „ „ ...	5	11	5	11	5	11	5	8	5	6	5	1	4	8	4	5	4	3	4	3	4	3	4	3
Barley „ „ ...	2	7	2	4	2	1	2	0	2	0	1	11	1	11	1	11	1	11	1	11	1	11	2	4

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

IRRIGATION OPERATIONS OF FASL KHARIF IN THE NORTH WESTERN PROVINCES UP TO 30th APRIL 1875.

Canal Divisions.	Water distributed during March 1875. Depth in Canal at Regulating Gauge in feet. Full supply.	Actual average throughout.	Gross Consumption, cubic feet per second. Allotted discharge.	Actual average throughout.	Total Area of Irrigation during Current Fasl.
Ganges Canal. Northern ...	10·00	9·32	740	787	9,314
Meerut ...	8·30	7·6	969	569	24,713
Anupshahr ...	6·80	...	700	614	16,049
Bulandshahr ...	7·35	7·2	972	858	16,101
Aligarh ...	5·50	5·22	994	568	17,852
Etawah ...	4·80	3·00	771	930	25,078
Cawnpore ...	6·20	4·11	958	655	12,823
Total Ganges Canal ...	...	...	6,104	4,981	121,930
Eastern Jumna Canal ...	5·20	...	...	1,234	28,017
Dun Canals ...	...	...	...	66	1,510
Rohilkhand Canals	...	...	...	124	626
Bundelkhand Irrigation Works	...	...	...	...	105
1st Division, Agra Canal ...	...	...	...	...	32
2nd do. do. ...	...	...	...	...	348
Grand Total...	...	...	...	...	152,568

Navigation Returns, Ganges Canal. Principal Items of Traffic.

Nature of Traffic.	Up. Mds.	Up. No.	Down. Mds.	Down. No.	Total Up and Down. Mds.	Total Up and Down. No.
Grains :—						
Wheat ...	32	...	3,563	...	3,595	...
Gram ...	...	...	600	...	600	...
Rice ...	8,440	...	225	...	9,065	...
Paddy or Dhan	...	...	...	...	...	...
Bajhar or mixed Grain ...	576	...	625	...	1,201	...
Dal ...	428	...	831	...	1,259	...
Juar ...	...	...	...	...	...	...
Bajra ...	...	...	...	...	...	...
Maize (or Indian Corn) ...	...	...	...	...	...	...
Total ...	9,876	...	5,844	...	15,720	...
Cotton ...	817	...	11,116	...	11,933	...
Oil-seeds ...	595	...	7,039	...	7,634	...
Salts ...	936	...	2,586	...	3,522	...
Metals ...	10,675	...	7,742	...	18,417	...
Building Materials ...	4,780	...	87,838	...	92,618	...
Firewood ...	15,250	...	11,905	...	27,155	...
Bamboos ...	...	7,042	...	2,406,608	...	2,413,650
Timber ...	...	212	...	9,018	...	9,230
Miscellaneous ...	...	988	59,363	90	65,050	1,078
Live-stock ...	...	1	...	50	...	51
Grand Total ...	48,616	8,243	193,433	2,415,766	242,049	2,424,009
Total during corresponding period of last year.	52,553	6,384	255,728	114,057	308,281	120,441
Increase ...	...	1,859	...	2,301,709	...	2,303,568
Decrease ...	3,937	...	62,295	...	66,232	...

Zila.	Acres.	Rainfall. Total from 1st to 30th April 1875.	Average of the previous years for the same period.
Saharanpur ...	11,221	...	0·4
Muzaffarnagar ...	25,258	...	0·3
Meerut ...	41,476	...	0·5
Bulandshahr ...	18,004	...	0·4
Aligarh ...	11,694	...	0·2
Muttra ...	113	...	0·2
Agra ...	2,243	...	0·2
Etah ...	1,569	...	0·3
Mainpuri ...	6,868	...	0·4
Fatehgarh ...	3,275	...	0·2
Etawah ...	13,797	...	0·1
Cawnpore ...	14,777	...	0·1
Dehra Dun ...	1,510	...	0·8
Bijnor ...	135	...	0·4
Tarai ...	...	·1	0·5
Bareilly ...	491	...	0·5
Jhansi ...	1	...	0·2
Hamirpur ...	104	...	0·2
Delhi ...	...	...	...
Gurgaon ...	32	...	...
Total ...	152,568	...	...
Total for the same period last year	166,791	...	...
Decrease ...	14,223	...	...

Remarks.

Ganges Canal.—Mean volume of water passing through Solani aqueduct... 5,565 Cub. ft. per sec.

Volumes discharged :— Cub. ft. per sec.
Cawnpore Division Tail ... 260
" " Escapes ... 247
Etawah " Tail ... 10
" " Escapes ... 67
584

Balance expended ... 4,981

Great demand for indigo and sugar-cane crops.

Eastern Jumna Canal.—Demand for indigo and sugar cane crops.

Dun Canals.—No remarks.

Rohilkhand Canals.—No remarks.

Traffic.—Very great falling-off in the grain traffic both up and down. The price of grain continues about the same over the whole length of Canal. Improvement in market in down traffic with regard to cotton, salts, &c., as also in the rafting business.

Allahabad,
The 26th May 1875.

G. H. D. WALKER,
Asst. Secy. to Govt., N. W. P., P. W. D., Irrigation Branch.

GOVERNMENT

DEPARTMENT OF REVENUE,

Prices Current of Food-grains throughout

QUANTITIES PER RUPEE

Provinces.	Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Wheat. Corresponding fortnight of 1874.	Barley. Present fortnight.	Barley. Past fortnight.	Barley. Corresponding fortnight of 1874.	Rice (best sort). Present fortnight.	Rice (best sort). Past fortnight.	Rice (best sort). Corresponding fortnight of 1874.	Rice (common). Present fortnight.	Rice (common). Past fortnight.	Rice (common). Corresponding fortnight of 1874.	Great Millet (Cholum, Jowar) *Holcus sorghum*. Present fortnight.	Great Millet. Past fortnight.	Great Millet. Corresponding fortnight of 1874.	Bulrush Millet (Cumboo, Bajra), *Penicillaria spicata*. Present fortnight.	Bulrush Millet. Past fortnight.	Bulrush Millet. Corresponding fortnight of 1874.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras	Ganjam ...	14 7	14 7	10 3	...	...	...	17 8	19 4	17 8	22 8	24 4	26 1	...	...	...	...	...	...
	Vizagapatam ...	16 0	17 0	13 0	...	...	...	12 3	11 2	13 4	14 7	14 7	15 2	23 8	23 8	23 8	23 8	23 8	27 7
	Godavery ...	13 5	12 6	11 7	...	...	...	20 8	20 8	16 8	22 0	22 0	18 0	...	...	...	...	...	...
	Kistna ...	14 7	14 7	14 7	...	...	...	19 4	19 4	17 8	21 2	21 2	19 6	20 7	20 7	25 0	...	...	...
	Nellore ...	12 6	12 6	12 6	...	...	...	14 3	14 3	13 9	16 0	16 0	16 0	32 9	32 2	23 3	...	...	...
	Cuddapah ...	14 7	14 7	12 5	...	...	...	14 4	14 4	11 5	16 6	16 6	12 4	22 9	22 9	20 5	29 0	29 0	25 4
	Bellary ...	15 8	16 3	12 5	...	...	...	12 8	12 8	11 2	14 6	14 6	13 0	22 7	23 7	27 8	22 6	23 5	26 3
	Kurnool ...	14 0	14 0	14 6	...	...	...	14 5	14 5	12 0	15 7	15 7	12 9	23 3	23 3	29 4	21 2	21 2	26 2
	Madras ...	10 3	10 3	11 3	...	...	...	13 9	13 9	11 2	15 1	15 1	12 4	23 8	23 8	16 8	20 5	20 5	17 9
	Chingleput ...	...	...	...	...	...	...	16 5	15 7	12 0	18 1	16 6	12 8	23 0	23 0	18 7	...	...	...
	North Arcot ...	11 9	13 1	11 0	...	...	...	18 7	16 8	15 0	20 7	18 8	16 0	25 5	25 5	26 4	...	...	19 8
	South Arcot ...	10 9	10 1	9 0	...	...	...	17 0	17 0	13 0	17 5	17 5	...	...	...	20 2	25 0	25 0	17 7
	Tanjore ...	10 3	10 3	10 3	...	...	...	15 8	16 2	13 3	...	...	...	31 0	31 0	...	23 2	23 2	18 8
	Trichinopoly ...	11 9	11 9	10 6	...	...	...	15 8	15 8	12 2	16 7	16 7	13 0	23 8	...	18 2	24 1	24 1	20 3
	Madura ...	10 9	10 9	9 0	...	...	...	15 1	15 1	11 3	15 6	16 0	11 8	21 1	24 3	...	27 9	28 7	22 0
	Tinnevelly ...	9 3	9 3	8 0	...	...	...	12 0	12 0	7 5	13 6	13 6	9 1	...	...	...	19 6	19 6	13 1
	Coimbatore ...	11 7	13 1	10 9	...	...	...	13 0	13 0	10 9	13 8	13 8	11 4	20 4	20 4	16 5	22 9	24 3	20 0
	Nilgiris ...	11 4	11 4	9 2	...	...	...	8 8	9 6	8 0	9 6	10 4	8 8	13 9	15 4	11 5	14 0	12 6	11 2
	Salem ...	13 3	13 3	11 8	...	...	...	15 7	16 5	12 9	16 6	17 4	13 3	22 3	23 8	20 7	24 6	24 6	20 3
	South Canara ...	12 5	12 5	10 3	...	...	...	10 7	11 6	9 7	14 7	14 7	13 7	...	...	...	...	...	...
	Malabar ...	11 5	11 5	10 8	...	...	...	14 2	14 2	11 5	15 0	15 0	12 3	...	...	...	...	...	...
Bombay	Bombay ...	10 7	11 12	11 14	23 7	23 1	18 4	7 7	7 12	7 12	11 13	12 2	13 8	20 4	20 4	21 4	20 7	19 0	16 14
	Ahmedabad ...	17 14	18 15	14 4	32 0	32 0	29 0	8 0	8 0	7 0	12 0	12 5	11 0	24 10	24 10	21 0	22 15	23 12	21 8
	Kaira ...	14 9	15 4	...	32 0	32 0	...	8 14	10 0	...	11 6	12 5	...	26 11	29 1	...	18 13	20 0	...
	Surat ...	13 6	13 6	...	13 6	12 5	7 6	8 3	8 3	7 12	10 10	10 10	13 6	18 8	17 6	16 6	17 6	16 6	16 6
	Broach ...	14 8	14 8	...	...	...	...	10 0	10 0	9 0	11 8	11 8	12 0	20 0	20 0	19 0	16 0	16 0	19 0
	Tanna ...	11 0	12 0	12 0	16 0	16 0	15 0	8 0	8 0	7 5	11 0	11 0	11 0	17 0	17 0	17 0	16 0	17 0	16 0
	Kolaba ...	11 6	11 6	11 6	...	...	...	7 10	7 10	7 10	13 5	13 5	...	...	...	...	19 0	19 0	...
	Khandesh (Dhulia) ...	17 1	17 8	...	...	...	...	8 7	8 7	...	11 4	11 4	...	30 8	30 0	...	24 4	23 5	...
	Nasik ...	17 4	15 8	...	8 0	8 0	...	5 15	6 0	...	11 14	12 0	...	28 0	28 0	...	22 8	24 0	...
	Ahmadnagar ...	17 6½	18 6½	...	...	...	...	8 13½	8 13½	...	9 13½	9 13½	...	36 6	35 1	...	28 2½	29 0½	...
	Poona ...	14 15	14 15	...	10 3	10 3	...	11 0	11 0	...	12 4	12 4	...	28 4	28 4	...	23 0	23 0	...
	Sholapur ...	18 7	19 7	21 12	...	...	...	13 7	13 5	12 15	15 5	15 5	14 12	27 9	26 8	36 12	28 0	30 12	31 8
	Kaladgi ...	22 3	24 3	17 0	...	...	...	13 13	13 13	10 0	15 1	15 1	11 0	28 11	30 12	24 0	27 11	29 11	25 0
	Satara ...	18 0	18 11	...	...	...	...	9 9	10 15	...	12 2	14 5	...	23 15	26 10	...	22 10	25 14	...
	Belgaum ...	21 5	22 11	14 8	...	...	...	16 11	16 5	14 8	17 11	17 5	15 0	21 13	22 5	19 8	24 0	24 0	20 0
	Dharwar ...	26 6	27 3	20 0	...	...	...	13 1	14 2	11 0	20 3	21 14	15 0	28 14	29 12	23 0	28 14	29 3	21 14
	Ratnagiri ...	10 5	11 10	11 10	...	...	...	11 8	11 8	12 15	12 3	12 15	14 6	17 8	...	17 8	15 9	18 3	18 3
	Kanara (Karwar) ...	14 0	14 0	13 0	...	...	...	9 0	10 0	9 0	13 0	14 0	14 0	18 0	18 0	16 0	16 0	16 0	18 0
	Panch Mahals (Godhra) ...	13 0	13 0	11 0	...	...	...	11 0	11 0	9 0	15 0	15 0	12 0	28 0	28 0	28 0	25 0	25 0	26 0
	Aden ...	9 5	9 5	9 11	...	...	...	7 0	7 0	7 0	8 0	8 0	7 6	17 4	17 4	18 9	12 7	12 7	13 1
	Asirgarh ...	16 4	16 4	...	...	...	...	11 0	11 0	...	12 0	12 0	...	31 0	31 0	...	30 0	30 0	...
	Baroda ...	...	12 2	...	...	17 1½	...	...	8 8½	...	...	13 10½	...	...	20 8	...	...	16 0	...
	Disa ...	19 1	19 1	...	...	...	...	7 0	7 0	7 0	9 13	10 0	8 8	34 0	34 0	22 8	37 0	37 0	20 4
	Nimach ...	16 12	14 0	...	19 0	19 0	...	...	...	...	8 8	8 8	...	16 8	16 8	...	15 0	15 0	...
	Nasirabad ...	17 2¼	17 0	15 0	23 7	23 15½	19 0	7 0	7 0	7 0	8 0	8 0	8 0	23 5	24 0	15 0	21 0	22 0	13 0
	Rajkot ...	15 12	15 8	...	...	...	...	6 0	6 0	...	11 0	11 0	...	25 0	26 0	...	...	...	...
	Upper Sind Frontier ...	24 0	24 0	20 0	29 0	32 0	26 0	10 0	10 0	10 0	13 8	14 0	16 0	30 0	30 0	32 0	30 0	32 0	32 0
	Karachi ...	13 10	14 0	13 10¾	24 0	26 0	20 0	8 0	8 0	8 0	10 0	9 0	10 0	19 0	20 0	20 0	19 0	18 0	17 0
	Haidarabad ...	No re	turn re	ceived	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Shikarpur ...	20 0	20 0	17 0	24 8	27 0	24 8	10 0	10 0	10 0	14 8	14 8	16 0	24 8	24 8	22 0	26 8	26 8	32 0
	Thur and Parkur ...	20 8	19 0	15 0	...	...	...	9 0	9 0	12 0	11 0	11 0	13 8	20 0	20 0	...	18 0	18 8	17 4
Bengal	*Western Districts.*																		
	Burdwan ...	18 0*a*	17 8	12 8	24 0	24 0	20 0	16 0	15 8	13 0	16 8	17 0	13 8	...	...	...	...	...	...
	Bancoorah ...	19 0*b*	19 0	13 0	26 0	26 0	21 0	16 4	17 0	10 10	17 8	17 8	12 8	...	...	...	...	...	...
	Beerbhoom ...	21 0*c*	21 0	13 0	25 0	25 0	15 0	16 0	15 0	10 0	19 0	18 0	12 0	...	...	...	...	...	...
	Midnapore ...	12 0	12 0	12 0	...	...	...	14 0	14 0	15 0	16 0	17 0	17 8	...	...	...	...	...	...
	Hooghly ...	No re	turn re	ceived	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Howrah ...	16 4	17 8	11 4	...	...	...	14 0	13 0	10 8	16 0	16 0	12 4	...	...	...	...	...	...
	Central Districts.																		
	Calcutta ...	16 8	17 0	12 0	26 0	26 0	14 0	10 8	11 0	9 0	16 0	15 8	11 4	18 8	18 8	12 0	...	...	...
	24-Pergunnahs ...	16 12 to 19 8*d*	14 12 to 18 12	10 8 to 11 10	26 8*d* to 35 8	26 8 to 32 0	16 0	8 0*e*	8 0	8 4	16 0	16 0	11 0	...	...	...	...	...	...
	Nuddea ...	18 5	18 5	13 5	...	26 5	22 8	13 5	13 5	10 0	13 15	13 15	11 0	...	...	...	...	...	...
	Jessore ...	18 0*f*	18 8	12 8	...	...	...	15 0	15 0	11 8	18 4	18 4	13 0	...	...	...	...	...	...
	Moorshedabad ...	21 0*g*	22 0 to 23 0	13 0	37 8*d*	35 0 to 40 0	17 0 to 19 0	11 0 to 12 0	12 0 to 13 0	9 0	16 0	16 0 to 17 0	10 0	...	...	...	...	...	...

a In the interior prices range as follow:—Wheat 16 to 20 seers, barley 35 seers, best rice 13 to 18-4 seers, common rice 15 to 19-2 seers, and gram 20 to 25 seers, per rupee.

b In the interior prices range as follow:—Wheat 18 to 21 seers, barley 29 to 40 seers, best rice 14 to 20 seers, common rice 17 to 21 seers, maize 20 to 34 seers, and gram 17

OF INDIA.

AGRICULTURE AND COMMERCE.

India for the 2nd half of May 1875.

IN SEERS OF 80 TOLAHS.

Lesser Millets, Ragi, &c. (Kavaru, Veragu, Sawee Cheena, Coraloo, Murhwa, Nuglee), *Panicum, miliaceum, &c.*			Gram.			Firewood.			Salt.			Districts.	Provinces.	Remarks.
Present fortnight.	Past fortnight.	Corresponding fortnight of 1874.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1874.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1874.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1874.			
S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.			
41 0	41 0	35 2	30 0	40 0	40 0	388 8	388 8	388 8	13 8	13 8	13 8	Ganjam ...	Madras.	
28 3	28 3	25 2	29 2	29 2	37 4	97 2	97 2	97 2	14 0	14 0	14 0	Vizagapatam ...		
38 2	39 1	30 9	33 6	33 6	42 0	243 0	243 0	161 3	18 7	18 7	18 7	Godavery ...		
35 3	35 3	35 3	27 4	28 6	35 0	129 3	129 3	129 3	17 5	18 4	18 4	Kistna ...		
33 7	33 7	28 2	23 9	23 4	24 4	74 5	74 5	77 3	17 0	17 0	17 0	Nellore ...		
28 5	28 5	26 2	29 2	29 2	23 2	243 0	243 0	243 0	14 4	14 4	16 2	Cuddapah ...		
29 1	29 1	31 0	28 0	30 2	26 3	97 2	97 2	97 2	16 1	16 1	16 1	Bellary ...		
21 9	21 9	25 8	25 5	26 2	27 0	217 7	223 6	163 8	14 8	14 8	14 8	Kurnool ...		
24 3	24 3	23 6	20 9	21 3	21 3	93 5	93 5	59 5	18 6	18 2	17 9	Madras ...		
24 7	24 7	23 3	21 8	21 4	21 8	97 2	97 2	93 3	18 6	18 6	18 6	Chingleput ...		
29 9	31 6	28 2	25 6	26 6	18 1	187 1	187 1	187 1	16 4	16 4	16 4	North Arcot ...		
26 2	26 6	18 3	28 4	29 3	20 1	235 7	223 6	246 6	16 6	16 6	18 0	South Arcot ...		
29 4	29 4	22 6	24 5	24 5	19 2	194 4	194 4	194 4	17 0	16 6	14 7	Tanjore ...		
27 5	27 5	21 0	29 3	29 3	18 9	157 9	157 9	145 8	16 2	15 4	14 6	Trichinopoly ...		
31 0	34 1	22 5	29 4	29 4	19 6	131 2	127 3	121 5	17 8	17 3	16 4	Madura ...		
21 9	21 9	16 4	18 7	18 7	15 6	76 8	76 8	66 6	15 5	15 5	15 5	Tinnevelly ...		
23 5	25 0	22 0	25 5	28 0	17 8	121 5	121 5	121 5	12 5	12 5	14 2	Coimbatore ...		
15 8	17 3	15 8	16 6	16 6	12 4	121 5	121 5	139 0	11 0	11 0	10 1	Nilgiris ...		
27 0	28 5	25 5	29 2	29 2	18 9	145 8	145 8	149 2	17 4	14 6	15 5	Salem ...		
22 9	25 5	20 2	17 2	19 2	13 6	89 9	89 9	85 0	14 0	14 0	16 0	South Canara ...		
18 2	18 2	19 0	21 0	21 0	16 8	97 2	97 2	97 2	14 4	14 4	17 1	Malabar ...		
14 1	14 1	10 10	16 14	16 14	14 0	68 4	68 4	...	14 2	14 2	14 2	Bombay ...	Bombay.	
...	...	...	22 5	22 5	18 0	80 0	80 0	100 0	18 0	18 0	18 0	Ahmedabad ...		
...	...	...	17 12	17 12	...	106 11	106 11	...	16 13	16 13	...	Kaira ...		
...	...	...	14 13	14 13	13 6	101 12	101 12	111 0	13 6	13 6	12 8	Surat ...		
...	...	...	14 8	14 8	13 0	100 0	100 0	100 0	16 0	16 0	16 0	Broach ...		
18 0	18 0	17 0	15 0	15 0	14 0	70 0	70 0	71 1	14 0	14 0	15 0	Tanna ...		
30 5	30 5	...	16 3	16 3	...	130 0	130 0	140 0	18 3	18 3	...	Kolaba ...		
...	...	...	16 10	16 4	...	150 0	150 0	150 0	14 7	14 7	...	Khandesh (Dhulia) ...		
32 3	35 0	...	21 4	20 8	...	128 0	128 0	...	12 12	15 6	...	Nasik ...		
...	...	...	23 9½	23 0¾	...	107 0	106 10½	100 0	11 12	11 6¼	...	Ahmadnagar ...		
...	...	...	19 9	19 9	...	95 0	95 0	...	13 6	13 6	...	Poona ...		
...	...	...	24 15	25 1	17 8	122 10	106 10	120 0	14 4	14 4	14 8	Sholapur ...		
...	...	...	20 9	21 9	13 0	140 0	110 0	...	12 13	12 14	14 0	Kaladgi ...		
...	...	...	23 6	22 1	...	145 10	146 4	...	13 13	14 9	...	Satara ...		
30 6	30 5	24 0	19 13	18 8	13 0	155 8	155 8	150 0	16 3	17 0	17 0	Belgaum ...		
36 0	36 0	31 0	20 1	21 1	13 8	92 12	92 12	92 12	18 1	19 0	16 11	Dharwar ...		
26 0	26 0	26 0	16 6	16 6	12 5	10 Bdls.	10 Bdls.	9 Bdls.	20 14	20 14	20 14	Ratnagiri ...		
24 0	24 0	24 0	14 0	14 0	11 0	213 0	213 0	213 0	13 0	13 0	13 0	Kanara (Karwar) ...		
36 0	36 0	36 0	30 0	30 0	24 0	200 0	200 0	200 0	14 0	14 0	14 0	Panch Mahals (Godhra) ...		
...	...	...	9 5	9 5	9 5	71 3	71 3	56 0	32 0	32 0	32 0	Aden ...		
...	...	...	22 0	22 0	...	120 0	120 0	...	12 0	12 0	...	Asirgarh ...		
...	...	...	...	16 13	...	...	160 0	...	...	15 6	...	Baroda ...		
...	...	...	20 7	20 7	19 1½	150 0	150 0	150 0	32 0	32 0	32 0	Disa ...		
...	...	...	16 8	16 0	...	160 0	160 0	...	30 0	28 0	...	Nimach ...		
...	...	...	22 0½	22 6	19 8	100 0	100 0	100 0	45 0	45 0	45 0	Nasirabad ...		
...	...	...	16 0	15 8	...	45 0	45 0	...	64 0	64 0	...	Rajkot ...		
16 0	16 0	18 0	20 0	20 0	16 0	120 0	120 0	120 0	38 0	32 0	32 0	Upper Sind Frontier ...		
9 0	9 0	9 0	19 0	20 0	16 0	120 0	124 0	141 0	61 0	61 0	54 0	Karachi ...		
...	...	...	...	...	...	...	...	...	No return received			Haidarabad ...		
27 0	27 0	27 0	19 8	23 0	20 0	280 0	280 0	240 0	32 0	32 0	36 0	Shikarpur ...		
...	...	...	...	...	...	120 0	120 0	120 0	32 0	32 0	32 0	Thur and Parkur ...		
												Western Districts.	Bengal.	
...	...	...	21 8	21 8	14 8	200 0	200 0	110 0	8 8	8 8	8 12	Burdwan ...		
...	...	...	18 8	18 8	14 4	480 0	480 0	480 0	8 8	8 8	7 12	Bancoorah ...		
...	...	...	21 0	21 0	13 8	220 0	220 0	240 0	8 0	8 0	8 0	Beerbhoom ...		
...	...	...	17 0	14 0	12 0	180 0	180 0	180 0	9 0	9 0	8 0	Midnapore ...		
...	...	...	...	...	...	...	...	...	No return received.			Hooghly ...		
...	...	...	20 0	20 0	12 12	120 0	120 0	120 0	9 0	9 0	8 8	Howrah ...		
												Central Districts.		
...	...	...	20 0	20 0	14 0	120 0	120 0	100 0	8 0	8 0	8 0	Calcutta ...		
...	...	...	20 0	17 8	13 5	120 0	100 0	120 0	8 12	8 12	9 0	24-Pergunnahs ...		
...	...	...	26 5	26 5	15 4	120 0	120 0	120 0	8 10½	8 10½	8 7	Nuddea ...		
...	...	...	25 0	23 0	16 0	160 0	160 0	160 0	8 0	8 0	8 0	Jessore ...		
...	...	...	28 0	28 0 to 29 0	16 0	120 0	120 0	120 0	8 0	8 0 to 8 4	7 0	Moorshedabad ...		

d In the interior only.
e In the interior prices range as follow:—Best rice 7-8 to 8 seers, common rice 12-8 to 18 seers, and gram 17-12 to 20 seers, per rupee.
f In the interior prices range as follow:—Wheat 9 to 23-8 seers, best rice 13-5 to 19 seers, common rice 16 to 22 seers, and gram 12-8 to 32 seers, per rupee.
g In the interior prices range as follow:—Wheat 21 to 23-4 seers, best rice 12 to 19 seers, common rice 17-8 to 22-12 seers, and gram 25 to 34 seers, per rupee.

Prices Current of Food-grains throughout

QUANTITIES PER RUPEE

Provinces.	Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Wheat. Corresponding fortnight of 1874.	Barley. Present fortnight.	Barley. Past fortnight.	Barley. Corresponding fortnight of 1874.	Rice (best sort). Present fortnight.	Rice (best sort). Past fortnight.	Rice (best sort). Corresponding fortnight of 1874.	Rice (common). Present fortnight.	Rice (common). Past fortnight.	Rice (common). Corresponding fortnight of 1874.	Great Millet (Cholum, Jowar) *Holcus Sorghum.* Present fortnight.	Great Millet. Past fortnight.	Great Millet. Corresponding fortnight of 1874.	Bulrush Millet (Cumboo, Bajra) *Penicillaria Spicata.* Present fortnight.	Bulrush Millet. Past fortnight.	Bulrush Millet. Corresponding fortnight of 1874.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*	*Central Districts*—contd.																		
	Dinagepore ...	17 0	17 0	10 0	16 0	17 0	10 8	22 0	22 0	7 12	28 0	28 0	8 8	...	...	...	...	...	...
	Maldah ...	25 0	25 0	13 8	50 0	50 0	17 0	20 0	20 0	9 4	21 0	22 0	12 0	...	...	...	30 0	30 0	14 0
	Rajshahye ...	20 0 to 24 6	20 0 to 24 6	10 0 to 10 8	37 8	37 8	18 12	19 12	18 0	7 8 to 8 0	20 4 to 21 12	19 4 to 21 0	9 12 to 11 4	...	...	...	...	...	...
	Rungpore ...	20 0	25 10½	11 12	...	...	...	9 0	9 0	6 0	19 2	19 15	7 7	...	...	...	...	...	...
	Bograh ...	16 0	18 0	12 0	10 0	12 0	...	10 8	12 0	6 0	24 0	24 0	8 4	...	...	...	...	...	...
	Pubna ...	21 12	22 0	15 0	...	...	...	13 8	10 0	13 8	...	...	...	...	...	...	...	...	...
	Darjeeling ...	8 0	6 0	6 0	4 0	6 0	6 0	4 0	4 0	6 0	12 0	12 0	9 0	...	...	...	...	...	...
	Jalpáiguri ...	13 3*h*	12 0	6 6	...	...	...	16 0	16 0	9 0	21 0	23 0	10 0	...	...	...	...	...	...
	Eastern Districts.																		
	Dacca ...	14 8	16 0	12 0	32 0	35 0	20 0	16 0	16 0	9 0	20 0	19 0	10 8 to 11 0	...	...	...	...	...	...
	Furreedpore ...	18 0*i*	23 0	12 0	30 0	30 0	20 0	8 0	8 0	6 0	19 0	18 0	11 8	...	...	...	...	...	...
	Backergunge ...	... *j*	...	...	...	...	...	17 0	17 0	11 8	21 0	21 0	14 0	...	...	...	...	...	...
	Mymensing ...	13 8*k*	13 0	12 8	...	...	...	18 12	17 8	8 0	22 8	22 8	9 0	...	...	...	...	...	...
	Chittagong ...	12 0*l*	11 0	12 0	...	...	...	15 0	15 0	12 0	20 0	20 0	15 8	...	...	...	...	...	...
	Noakhally ...	...	...	...	...	...	... *m*	16 0	15 8	10 0	21 0	20 0	18 0	...	...	...	...	...	...
	Tipperah ...	13 0	13 0	10 0	...	...	...	13 0	13 0	10 0	21 8	22 0	13 0	...	...	...	...	...	...
	Chittagong Hill Tracts ...	...	...	...	...	...	...	14 8	14 8	11 7	15 3	15 3	12 7	...	...	...	...	...	...
	Hill Tipperah ...	9 6	...	...	...	...	...	16 0	16 0	10 6	24 0	24 0	16 0	...	...	...	...	...	...
	Behar.																		
	Patna ...	25 0	24 0	16 0	37 0	33 0	19 0	10 0	10 0	11 0	22 0	22 0	12 12	...	...	...	28 0	27 0	19 0
	Gya ...	24 8*n*	24 8	11 8	38 8	36 0	15 8	11 0	11 0	8 0	21 8	22 0	9 0	...	...	...	...	...	...
	Shahabád ...	19 0	18 8	14 0	30 0	30 0	18 0	13 8	15 0	12 0	17 8	18 0	12 0	...	...	...	29 0	30 0	18 0
	Mozufferpore ...	22 0*o*	20 0	10 0	32 0	32 0	12 8	9 0	9 0	6 0	15 0	17 0	8 8	...	...	...	...	...	...
	Sarun ...	23 0	20 0	14 8	33 0	31 8	16 12	9 0	9 0	7 0	23 0	23 0	12 0	...	...	...	36 0	...	17 4
	Chumparun ...	21 0*p*	25 0	12 8	38 0	40 0	15 0	8 0	8 0	9 0	18 0	18 8	10 8	...	...	...	...	...	...
	Monghyr ...	22 0	21 0	15 2	31 5	31 5	19 9	12 6	12 6	8 4	16 8	16 8	10 5	...	...	...	...	...	...
	Bhaugulpore ...	21 7*q*	21 7	13 14	40 7	37 14	18 15	18 15	17 11	9 7	21 7	20 3	10 1	...	...	...	...	...	...
	Purneah ...	30 0	30 0	11 0	...	...	...	20 0	21 0	8 4	22 0	22 0	9 0	...	...	...	...	...	...
	Sonthal Pergunnahs ...	17 8*r*	17 8	11 0	35 0	35 0	...	17 8	17 8	8 0	20 0	20 0	10 0	40 0*d* to 45 0	40 0 to 45 0	16 0 to 40 0	...	...	...
	Orissa.																		
	Cuttack ...	15 12	15 12	13 2	...	...	...	17 1	17 1	19 11	21 0	23 10	26 4	...	...	...	...	...	...
	Pooree ...	15 12	15 12	13 2	...	...	...	18 6	18 6	19 11	22 5	23 11	28 14	...	...	...	...	...	...
	Balasore ...	20 0	20 0	11 0	...	...	...	18 0	16 0	16 0	28 0	28 0	21 0	...	...	...	...	...	...
	Chota Nagpore—South-West Frontier Agency.																		
	Hazáribágh ...	21 0	20 8	11 0	30 0	27 0	14 0	12 0	12 0	8 0	20 0	19 6	11 12	...	...	...	...	...	...
	Lohardugga ...	19 0	19 0	10 8	32 0	32 0	17 8	18 0	18 0	13 0	22 0	22 0	14 0	...	...	...	...	...	...
	Singbhoom ...	20 0	18 0	12 0	...	...	...	14 0	14 0	12 0	24 0	24 0	16 0	...	...	...	...	...	...
	Maunbhoom ...	17 0*s*	17 0	12 0	38 0	38 0	20 0	14 0	14 0	10 0	22 0	22 0	14 0	16 0*d*	16 0	40 0	...	...	...
Assam.	Sylhet ...	12 0	12 0	9 0	12 8	12 0	8 0	14 0	14 0	14 0	18 8	18 6	17 8	...	...	...	...	...	...
	Cachar ...	10 0	9 2	9 6	...	...	...	11 6	12 4	12 4	15 4	16 0	15 4	...	...	...	...	...	...
	Goálpará ...	30 0	26 10	16 0	...	...	...	10 0	12 8	9 0	13 4	16 0	11 8	...	...	...	...	...	...
	Gáro Hills ...	...	...	...	...	...	...	8 0	8 0	...	14 0	14 0	...	...	...	...	...	...	...
	Kámrúp ...	20 0	20 0	16 0	...	...	...	12 0	13 0	13 0	16 0	16 0	16 0	...	...	...	...	...	...
	Darrang ...	8 0	8 0	10 0	...	...	...	8 0	8 0	9 0	16 0	13 0	12 0	...	...	...	...	...	...
	Nowgong ...	...	...	...	...	...	...	10 0	10 0	9 0	13 0	13 0	11 0	...	...	...	...	...	...
	Sibságar ...	...	...	...	...	...	...	7 0	8 0	6 0	16 0	16 0	8 0	...	...	...	...	...	...
	Lakhimpur ...	8 0	8 0	7 0	8 0	8 0	10 0	6 0	6 0	7 0	10 0	10 0	13 8	...	...	...	...	...	...
	Khásí & Jaintiá Hills ...	...	...	...	...	...	...	8 0	8 0	8 0	9 8	9 0	9 0	...	...	...	...	...	...
	Nága Hills ...	...	...	...	...	...	...	4 0	4 0	4 0	8 0	9 0	9 0	...	...	...	...	...	...
N. W. Provinces.	Dehra Dún ...	21 0	21 0	18 0	32 0	32 0	28 0	12 8	12 8	10 8	15 0	15 0	12 8	...	...	20 0	26 0	26 0	16
	Saháranpur ...	24 13	24 13	21 0	38 12	38 12	29 3	9 11	9 11	8 10	14 8	14 8	10 12	23 11	23 11	15 1	25 14	25 14	17
	Muzaffarnagar ...	24 12	24 12	21 8	39 10	39 5	30 12	6 1	6 1	6 1	13 3	13 3	11 0	23 2	24 3	24 3	22 0	24 3	19
	Meerut ...	23 15½	23 2½	20 13½	32 6½	33 10	26 0	6 4	6 4	6 12	15 0	15 0	13 0	21 8	22 6	21 0	25 0	25 0	19
	Bulandshahr ...	25 0	25 0	22 0	34 0	34 0	27 0	7 0	7 0	8 0	14 8	14 0	11 0	24 0	24 0	21 0	27 0	27 0	20
	Aligarh ...	26 0	26 8	20 8	34 0	35 0	24 0	7 8	7 8	6 8	17 0	16 0	11 0	24 0	24 0	18 8	19 0	20 0	16
	Kumaun ...	12 8	12 8	11 0	16 0	16 0	14 0	8 0	7 8	7 0	10 0	10 0	8 8	...	...	...	...	...	...

h In the interior prices range as follow:—Wheat 10 to 16 seers, best rice 8 to 16 seers, common rice 13 to 22 seers, and gram 8 to 11-7 seers, per rupee.
i In the interior prices range as follow:—Wheat 23 seers, barley 40 seers, best rice 8 seers, common rice 18 to 20 seers, and gram 12 to 26 seers, per rupee.
j In the interior prices range as follow:—Best rice 18 to 19-2 seers, common rice 19-2 to 20 seers, paddy 30 to 40 seers, and gram 12 seers, per rupee.
k In the interior prices range as follow:—Wheat 13 seers, best rice 8-8 to 20 seers, common rice 20 to 26 seers, and gram 10 to 12 seers, per rupee.
l In the interior prices range as follow:—Best rice 18 to 20 seers, and common rice 21 to 23 seers, per rupee.
m In the interior prices range as follow:—Best rice 15 to 26 seers, and common rice 20 to 30 seers, per rupee.

India for the 2nd half of May 1875.—continued.

IN SEERS OF 80 TOLAHS.

Lesser Millets, Ragi, &c. (Kavaru, Veragu, Sawee, Cheena, Coraloo, Murhwa, Naglee) *Panicum, Miliaceum, &c.*			Gram.			Firewood.			Salt.			Districts.	Provinces.	Remarks.
Present fortnight.	Past fortnight.	Corresponding fortnight of 1874.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1874.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1874.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1874.			
S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	*Central Districts*—contd.		
...	...	...	15 0	15 0	12 0	180 0	180 0	180 0	7 8	7 8	6 12	Dinagepore ...	Bengal—*continued*	
...	...	...	25 0	25 0	14 8	160 0	160 0	160 0	7 8	7 8	7 0	Maldah ...		
...	...	...	13 0 to 16 4	26 4	13 8 to 15 0	240 0	240 0	320 0	7 15½	7 15½	6 12	Rajshahye ...		
...	...	...	14 1	15 0	15 0	107 0	107 0	107 0	7 8	7 8	6 12	Rungpore ...		
...	...	...	16 0	16 8	12 0	67 8	67 8	67 8	7 8	7 8	5 14	Bograh ...		
...	...	...	24 0	24 0	12 0	200 0	200 0	200 0	8 4	8 8	8 8	Pubna ...		
8 0	8 0	7 0	8 0	8 0	8 0	200 0	200 0	200 0	4 0	4 0	4 0	Darjeeling ...		
...	...	...	11 3	12 0	8 0	160 0	160 0	160 0	6 6	6 0	6 0	Jalpáiguri ...		
												Eastern Districts.		
...	...	...	14 8	16 0	13 0 to 14 0	100 0	100 0	80 0	8 8	8 8	8 0	Dacca ...		
...	...	...	17 0	20 0	16 0	...	...	...	8 0	8 0	7 8	Furreedpore ...		
...	...	...	16 0	16 0	13 0	100 0	100 0	120 0	8 8	8 8	8 0	Backergunge ...		
...	...	...	13 12	13 12	13 8	...	...	...	8 8	8 4	7 12	Mymensing ...		
...	...	...	8 0	8 0	11 0	120 0	120 0	120 0	8 8	8 8	7 4	Chittagong ...		
...	...	...	11 0	11 0	11 0	280 0	280 0	280 0	7 8	7 8	5 12	Noakhally ...		
...	...	...	13 0	13 0	12 0	...	...	...	8 8	8 8	7 12	Tipperah ...		
...	...	...	...	...	...	280 0	280 0	320 0	7 9	7 9	6 3	Chittagong Hill Tracts ...		
...	...	...	10 0	10 6	10 6	...	...	...	7 2	8 0	9 2	Hill Tipperah ...		
												Behar.		
...	...	...	31 0	30 0	19 0	160 0	160 0	150 0	8 0	8 0	7 8	Patna ...		
35 0*d*	35 0	15 0	26 0	25 0	14 0	160 0	160 0	160 0	7 8	7 8	6 4	Gya ...		
...	...	...	29 0	29 0	14 0	160 0	160 0	160 0	8 0	8 0	8 0	Shahabad ...		
21 0*d*	...	16 0	23 0	23 0	13 0	140 0	140 0	140 0	7 0	7 8	7 0	Mozufferpore ...		
26 0	26 0	15 0	28 0	27 8	17 0	160 0	160 0	160 0	7 8	7 12	7 0	Sarun ...		
15 0*d* to 40 0	15 0 to 40 0	15 0	26 8	25 8	14 0	...	...	...	7 0	7 0	5 0	Chumparun ...		
...	...	...	27 3	27 3	17 8	147 0	147 0	147 0	7 8	7 5	6 8	Monghyr ...		
28 0*d* to 35 0	28 0 to 35 0	12 0 to 15 0	25 4	23 5	15 12	157 13	151 8	176 12	8 3	8 3	7 4	Bhaugulpore ...		
...	...	...	20 0	20 0	13 0	160 0	160 0	160 0	7 8	7 8	6 12	Purneah ...		
...	...	...	18 0	18 0	12 0	320 0	320 0	320 0	7 8	7 8	7 0	Sonthal Pergunnahs ...		
												Orissa.		
26 4	22 5	17 1	15 12	17 1	27 9	200 0	200 0	200 0	10 10	10 10	9 0	Cuttack ...		
...	...	...	15 12	15 12	23 10	100 0	100 0	100 0	12 0	12 0	8 8	Pooree ...		
...	...	...	11 8	10 8	9 0	160 0	160 0	280 0	8 8	8 8	7 0	Balasore ...		
												Chota Nagpore—South-West Frontier Agency.		
36 0	36 0	16 8	22 0	21 12	12 8	280 0	280 0	240 0	7 0	7 8	6 4	Hazáribágh ...		
40 0	40 0	22 0	22 0	22 0	13 0	180 0	180 0	160 0	6 8	6 8	5 12	Lohardugga ...		
...	...	...	16 0	16 0	13 0	320 0	320 0	320 0	6 0	6 0	5 8	Singbhoom ...		
...	...	...	17 0	17 0	12 0	300 0	300 0	300 0	7 8	7 8	7 4	Maunbhoom ...		
...	...	...	14 0	15 0	12 0	107 0	107 0	107 0	8 0	8 0	8 0	Sylhet ...	Assam.	
...	...	...	10 0	10 0	11 13	64 0	64 0	64 0	8 0	7 13	6 15	Cachar ...		
...	...	...	10 0	12 0	13 0	130 0	128 0	128 0	8 0	8 0	8 0	Goálpárá ...		
...	...	...	9 0	9 0	...	...	...	...	5 5	5 5	...	Gáro Hills ...		
...	...	...	10 0	10 0	10 0	...	...	...	8 0	8 0	8 0	Kámrúp ...		
...	...	...	6 6	7 0	6 8	160 0	160 0	160 0	6 8	6 8	5 8	Darrang ...		
...	...	...	6 0	6 0	6 0	...	...	...	6 8	6 8	5 4	Nowgong ...		
...	...	...	9 0	10 0	8 0	120 0	120 0	120 0	6 0	6 0	6 0	Sibságar ...		
...	...	...	9 0	9 0	9 0	160 0	160 0	160 0	6 0	6 0	6 0	Lakhimpur ...		
...	...	...	7 4	8 0	8 0	120 0	120 0	160 0	4 0	4 0	4 0	Khási and Jaintiá Hills ...		
...	...	...	4 0	4 0	5 0	40 0	40 0	...	4 0	4 0	4 0	Nága Hills ...		
...	...	...	23 8	25 0	22 4	160 0	160 0	160 0	9 0	9 0	9 0	Dehra Dún ...	N.-W. Provinces.	
...	...	...	32 5	32 5	25 14	129 0	129 0	129 0	8 10	8 10	8 2	Saháranpur ...		
...	...	...	29 14	29 11	26 6	110 0	110 0	132 0	...	...	...	Muzaffarnagar ...		
...	...	...	28 6	28 7½	24 2½	110 0	110 0	125 0	9 8	9 8	9 8	Meerut ...		
...	...	...	31 8	32 0	24 8	120 0	120 0	120 0	10 4	10 0	9 8	Bulandshahr ...		
...	...	...	33 0	34 0	25 0	120 0	120 0	100 0	10 4	10 0	10 0	Aligarh ...		
...	...	...	14 8	14 8	12 0	160 0	160 0	160 0	6 0	6 0	6 0	Kumaun ...		

n In the interior prices range as follow :—Wheat 21-4 to 26-8 seers, barley 36 to 42 seers, best rice 18-12 to 19-4 seers, common rice 20 to 27 seers, and gram 26 to 33-12 seers, per rupee.
o In the interior prices range as follow :—Wheat 21-22 seers, barley 32 seers, best rice 9 to 14 seers, common rice 18 seers, and gram 18 to 27 seers, per rupee.
p In the inferior prices range as follow :—Wheat 23-8 to 30 seers, barley 34 to 60 seers, best rice 11 to 17-8 seers, common rice 17 to 21 seers, maize 28 to 35 seers, and gram 18 to seers, per rupee.
q In the interior prices range as follow :—Wheat 24 to 30 seers, barley 26 to 32 seers, best rice 18 to 20 seers, common rice 20 to 22 seers, and gram 17 to 24 seers, per rupee.
r In the interior prices range as follow :—Wheat 19 to 26 seers, barley 38 to 45 seers, best rice 16 to 23 seers, common rice 20 to 28 seers, maize 32 to 50 seers, and gram 19 to 35 see per rupee.
s In the interior prices range as follow :—Wheat 16 to 20 seers, barley 16 to 33 seers, best rice 16 to 23 seers, common rice 18 to 24 seers, and gram 14 to 20 seers, per rupee.

Prices Current of Food-Grains throughout

QUANTITIES PER RUPE

Provinces.	Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Wheat. Corresponding fortnight of 1874.	Barley. Present fortnight.	Barley. Past fortnight.	Barley. Corresponding fortnight of 1874.	Rice (best sort). Present fortnight.	Rice (best sort). Past fortnight.	Rice (best sort). Corresponding fortnight of 1874.	Rice (common). Present fortnight.	Rice (common). Past fortnight.	Rice (common). Corresponding fortnight of 1874.	Great Millet (Cholum, Jowar), *Holcus sorghum*. Present fortnight.	Great Millet. Past fortnight.	Great Millet. Corresponding fortnight of 1874.	Bulrush Millet (Cumboo, Bajra), *Penicillaria spicata*. Present fortnight.	Bulrush Millet. Past fortnight.	Bulrush Millet. Corresponding fortnight of 1874.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
N. W. Provinces—*contd.*	Garhwál ...	23 0	21 0	18 8	27 8	27 8	18 0	9 0	9 0	7 8	14 4	14 4	12 0	...	...	...	...	...	...
	Bijnor ...	22 8	20 4	19 11	33 3	28 2	28 2	14 10	11 4	9 9	14 10	14 3	10 11	20 4	20 4	18 0	24 12	21 6	15 12
	Moradabad ...	Return	not re	ceived	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Budaun ...	27 0	27 0	19 3	38 6	38 6½	23 6½	9 9½	9 9½	9 9½	18 0	15 9½	12 9½	...	...	...	15 12	15 14½	15 9½
	Bareilly ...	23 12	23 15	17 13	37 8	35 0	23 12	6 4	6 4	6 4	17 8	17 8	11 9	27 8	27 8	15 0	20 0	20 0	13 12
	Sháhjahánpur ...	26 8	26 6	19 12	40 0	40 0	27 4	7 10	7 6	8 0	19 0	18 8	13 0	...	...	...	...	...	...
	Tarái Pergunnahs ...	23 12	23 12	19 6	43 12	40 0	25 0	10 0	10 0	8 12	17 8	17 8	12 0	25 0	...	...	25 0	...	...
	Muttra ...	22 8	22 0	20 0	32 8	31 8	27 0	7 8	7 8	7 4	14 8	14 8	10 8	28 0	28 0	20 0	28 0	28 0	13 0
	Agra ...	21 3½	20 15½	16 11	29 14½	30 3½	23 7	6 0	6 0	6 0	11 8	11 8	9 0	26 12	28 0	23 0	24 4	25 12½	11 5
	Farukhabad ...	22 8	22 0	16 8	23 0	29 9	22 0	7 3	7 8	6 14	16 2	16 2	11 11	...	...	...	...	28 14	...
	Mainpuri ...	25 0	24 8	18 8	32 0	32 0	21 0	6 0	6 0	6 0	12 0	12 0	12 0	...	...	...	...	...	...
	Etáwah ...	22 8	22 8	17 8	27 8	26 8	20 8	6 8	6 8	5 8	13 0	13 0	12 0	23 8	23 8	19 8	23 8	23 8	15 0
	Etah ...	26 0	26 8	19 8	35 0	35 0	23 0	8 0	8 0	8 0	12 0	12 0	11 0	...	...	...	...	...	...
	Jalaun ...	22 8	22 8	18 0	22 0	22 0	22 0	8 0	8 0	7 0	15 0	15 0	11 0	23 0	23 0	16 8	22 0	22 0	16 0
	Jhánsi ...	20 0	20 5	17 4	29 0	29 10	22 2	9 8	9 8	9 8	15 0	15 0	13 0	23 8	23 8	17 0	21 0	21 0	16 0
	Lalitpur ...	21 4	21 8	19 8	30 0	31 0	25 0	10 0	10 4	9 0	13 8	13 4	11 0	27 8	28 0	23 0	...	...	...
	Cawnpore ...	24 0	23 0	17 8	30 0	29 0	21 8	9 8	9 0	8 8	15 0	16 0	13 0	...	...	...	...	...	...
	Fatehpur ...	25 0	24 0	17 0	28 0	28 0	20 8	9 8	9 8	7 8	21 4	21 8	14 8	...	...	...	...	...	...
	Bánda ...	23 0	22 12	16 8	26 8	26 8	19 4	9 4	9 8	11 2	18 8	19 0	12 6	22 8	23 4	...	21 8	22 0	...
	Allahabad ...	20 12	21 0	14 8	28 8	27 8	18 0	8 8	8 8	6 8	16 12	18 0	12 4	27 0	27 0	17 8	26 0	26 8	16 8
	Hamírpur ...	22 8	22 8	16 14	25 4	26 0	18 8	9 8	9 8	7 0	15 4	15 0	10 10	24 12	24 12	19 0	22 0	22 0	16 0
	Jaunpur ...	24 11	24 0	17 4	33 14	33 14	21 14	7 12	7 12	10 9	20 7	19 12	12 0	28 4	25 6	...	21 3	21 3	10 9
	Gorakhpur ...	28 0	26 4	14 7	42 0	42 0	19 4	15 12	15 12	8 12	20 2	21 0	10 8	...	...	...	...	...	...
	Basti ...	26 9	25 10	13 12	37 8	37 8	14 4	10 0	10 0	7 8	18 12	17 8	8 12	...	...	...	...	...	...
	Azamgarh ...	25 1	21 6	14 12	32 8	31 12	19 3	11 13	11 13	8 14	17 11	17 11	10 5	...	...	...	...	...	...
	Mirzapur ...	23 0	21 0	14 8	30 0	28 0	20 0	9 0	8 0	7 8	16 0	16 0	11 0	30 0	28 0	20 0	26 0	24 0	18 0
	Benares ...	21 0	20 8	14 0	26 4	27 5	17 8	8 6	8 6	7 0	14 11	14 11	9 0	...	...	17 8	...	...	14 0
	Ghazipur ...	19 5	19 5	14 13	29 15	28 5	18 10½	7 11	7 11	6 7	18 0	18 0	11 9½	25 12	23 3	18 0	23 2	23 3	16 12
Panjab.	Delhi ...	23 8	23 0	20 8	32 0	32 0	27 0	...	...	...	11 0	11 0	10 0	25 0	25 0	24 0	26 0	26 0	18 0
	Gurgáon ...	22 0	22 0	21 0	31 8	31 8	27 0	...	...	...	9 0	9 0	8 0	28 0	28 0	24 0	29 0	29 0	21 0
	Karnál ...	25 0	25 0	23 0	39 0	38 0	33 0	...	...	...	11 0	11 0	11 0	25 0	25 0	24 0	25 0	20 0	20 0
	Hissár ...	23 0	22 8	22 0	30 6	30 0	30 0	...	...	...	12 0	12 0	12 0	28 0	27 0	28 0	26 0	24 0	20 0
	Rohtak ...	23 0	23 0	19 0	29 0	32 0	26 0	...	...	...	11 0	11 0	11 0	25 0	26 0	24 2	26 0	26 0	22 0
	Sirsa ...	23 0	23 4	22 4	34 14	35 4	34 4	...	...	...	15 0	15 0	12 0	30 0	31 0	29 0	27 8	27 4	25 0
	Umballa ...	26 4	25 8	25 0	33 0	33 0	30 0	...	...	...	13 8	13 8	12 0	25 0	25 0	27 0	20 0	20 0	16 0
	Ludhiána ...	26 0	26 8	25 0	41 0	41 0	33 0	...	...	...	11 8	11 0	11 0	32 0	33 0	26 0	25 0	25 0	25 0
	Simlá ...	18 8	18 0	17 8	28 0	26 0	24 0	...	...	...	12 0	13 0	11 0	...	...	22 0	...	...	...
	Jullundur ...	25 8	25 0	26 0	40 0	40 0	34 0	...	...	...	10 0	10 0	10 0	36 0	40 0	30 0	20 0	20 0	16 0
	Hushiárpúr ...	26 0	26 0	27 0	36 0	36 0	34 0	...	...	...	11 0	9 0	10 0	32 0	32 0	32 0	16 0	16 0	16 0
	Kángra ...	20 0	21 0	18 0	28 0	27 0	28 0	...	...	...	12 0	12 0	12 8	...	...	...	...	...	...
	Amritsar ...	26 0	27 0	26 0	40 0	40 0	35 8	...	...	...	13 8	13 8	12 4	29 0	28 0	22 0	27 4	27 0	19 0
	Siálkot ...	23 0	24 8	23 0	31 0	32 0	33 8	...	...	...	14 0	12 0	12 0	30 0	30 0	17 0	34 0	34 0	19 0
	Gurdáspúr ...	28 0	29 0	28 0	38 0	40 0	40 0	...	...	...	14 0	14 0	14 0	36 0	36 0	28 0	20 0	20 0	20 0
	Lahore ...	24 0	24 0	25 0	38 0	38 0	35 0	...	...	...	13 0	12 8	11 0	31 0	27 0	22 0	26 0	26 0	18 0
	Ferozepore ...	25 0	25 8	25 0	39 0	38 0	38 0	...	...	...	13 0	13 0	12 0	34 0	32 0	24 0	26 0	28 0	27 0
	Gujránwála ...	23 4	29 12	23 4	40 0	40 0	40 0	...	...	...	13 0	13 0	12 0	26 0	26 0	18 0	20 0	20 0	18 0
	Ráwalpindi ...	31 8	31 0	20 8	36 0	36 0	29 0	...	...	...	12 0	12 0	12 0	28 0	30 0	20 0	40 0	40 0	22 8
	Jhelum ...	30 8	29 8	21 0	36 0	37 0	20 0	...	...	...	13 0	13 0	8 0	35 0	36 0	17 0	41 0	38 0	20 0
	Gujrát ...	25 0	24 8	16 0	34 0	38 0	32 0	...	...	...	12 0	12 0	10 8	26 0	26 0	19 8	39 0	31 0	20 0
	Shahpúr ...	30 8	30 8	25 8	42 0	48 0	39 0	...	...	...	10 8	10 8	11 0	40 0	40 0	25 8	40 0	40 0	22 0
	Mooltan ...	20 8	21 0	19 0	31 0	32 0	28 0	...	...	...	10 0	10 0	8 8	26 0	26 0	20 0	30 0	30 0	20 0
	Jhang ...	22 12	26 0	20 0	31 0	31 0	31 0	...	...	...	9 0	10 0	11 0	23 0	20 0	21 0	28 0	25 0	[illegible] 0
	Montgomery ...	21 0	23 0	20 0	32 0	29 0	29 0	...	...	...	10 0	12 0	8 0	...	...	...	...	...	...
	Muzaffargarh ...	25 0	24 1	19 0	34 0	34 0	28 0	...	...	...	14 0	10 0	14 0	24 0	26 0	20 0	26 0	26 0	20 0
	Dera Ismail Khán ...	42 8	37 8	27 8	52 8	60 0	38 2	...	...	...	7 8	7 8	7 8	72 8	62 8	42 8	56 4	56 4	40 4
	Dera Ghazi Khán ...	25 0	25 0	20 0	35 0	37 8	28 6	...	...	...	20 0	20 0	20 0	33 2	35 0	22 3	41 4	41 4	30 0
	Bannú ...	55 0	56 4	33 12	71 12	81 4	68 12	...	...	...	8 12	8 12	8 2	62 8	62 8	40 0	62 8	62 8	32 8
	Pesháwar ...	26 0	23 6	22 1	40 5	35 12	35 12	...	...	...	13 10	13 10	13 0	29 14	31 3	22 12	32 8	28 9	22 12
	Kohát ...	32 8	31 14	22 15	58 10	61 3	48 7	...	...	...	17 14	17 14	15 5	40 13	40 13	35 11	45 14	45 14	33 2
	Hazárá ...	23 8	23 0	17 0	38 0	38 0	36 0	...	...	...	14 0	14 0	14 0	28* 0	27* 0	21* 0	25 0	25 0	19 12
Oudh.	Lucknow ...	26 0	25 8	17 4	34 0	31 0	21 0	7 0	7 0	6 0	19 0	18 0	12 8	35 0	31 0	21 0	22 0	22 0	17 0
	Unáo ...	25 0	25 8	17 0	30 0	30 0	20 0	8 0	8 0	8 0	18 0	17 0	12 8	20 0	21 0	...	19 0	20 0	...
	Bára Banki ...	25 0	25 0	14 12	34 0	32 0	17 8	7 0	7 0	6 1	18 0	18 0	9 12	26 0	26 0	12 4	16 0	16 0	12 4
	Sítápur ...	29 8	28 8	20 8	42 0	42 0	25 8	9 0	9 0	7 8	19 0	19 0	13 0	35 0	...	...	...	...	...
	Hardui ...	27 7	27 0	17 10	38 8	37 8	22 8	6 9	6 9	6 9	15 0	15 0	10 13	...	...	...	...	...	...
	Kheri ...	32 0	29 0	19 4	45 0	40 0	28 0	8 0	8 0	8 0	22 8	22 0	13 0	...	...	...	...	...	...
	Fyzabad ...	26 2	25 8	15 12	34 13	33 2	19 14	13 0	14 1	8 8	19 6	18 5	11 6	...	...	...	20 2	20 0	15 0
	Bharaich ...	29 0	29 0	17 0	48 0	48 0	23 0	10 0	10 0	8 0	21 0	21 0	10 4	36 0	36 0	17 0	...	...	...
	Gonda ...	30 0	28 14	15 15	41 0	29 11	20 6	20 3	20 2	9 12	20 15	20 8	11 2	39 0	32 2	16 4	17 8	18 0	14 0
	Rái Barelí ...	27 4	26 12	17 8	36 0	35 0	20 0	22 0	21 4	12 0	23 0	22 0	13 0	...	...	...	...	...	...
	Sultánpur ...	25 0	25 0	17 4	35 0	35 8	22 0	10 0	10 0	8 0	22 0	22 0	13 0	31 0	31 0	17 0	22 0	22 0	15 0
	Pratábgarh ...	27 1	26 14	17 14	36 13	35 13	22 9	19 5	18 10	11 2	23 11	22 8	13 5	...	...	...	...	...	...

India for the 2nd half of May 1875 —continued.

IN SEERS OF 80 TOLAHS.

Lesser Millets, Ragi, &c. (Kavaru, Veragú, Sawee, Cheena, Coraloo, Murhwa, Nuglee), *Panicum Miliaceum*, &c.			Gram.			Firewood.			Salt.			Districts.	Provinces.	Remarks.
Present fortnight.	Past fortnight.	Corresponding fortnight of 1874.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1874.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1874.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1874.			
S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.			
...	...	...	10 0	11 4	9 0	200 0	240 0	160 0	6 9	6 9	6 4	Garhwál ...	N. W. Provinces—*contd.*	
...	...	...	27 0	25 5	23 10	135 0	112 8	112 8	...	...	...	Bijnor ...		
...	...	...	...	...	...	...	...	...	Return	not re	ceived	Moradabad ...		
...	...	...	34 3	36 0	22 13	192 0	192 0	...	9 0	9 0	9 0	Budaun ...		
...	...	...	31 4	31 4	20 10	125 0	150 0	125 0	9 11	9 6	8 12	Bareilly ...		
...	...	...	30 8	30 0	21 0	155 0	155 0	160 0	8 8	8 8	8 8	Shâhjahánpur ...		
...	...	...	27 8	27 8	20 0	200 0	200 0	160 0	8 12	8 12	8 12	Tarái Pergunnahs ...		
...	...	...	31 8	30 8	27 0	80 0	80 0	80 0	11 0	11 0	11 0	Muttra ...		
...	...	...	27 7	27 9	23 9	80 0	80 0	80 0	9 12	9 12	8 8	Agra ...		
...	...	...	29 0	28 2	19 4	160 0	160 0	158 2	8 14	9 0	8 10	Farukhabad ...		
...	...	...	29 0	28 8	20 0	160 0	160 0	160 0	9 0	9 0	9 0	Mainpuri ...		
...	...	...	25 0	25 0	20 8	160 0	160 0	160 0	8 8	8 8	8 0	Etáwah ...		
...	...	...	31 0	31 0	23 0	140 0	140 0	120 0	9 8	9 8	9 0	Etah ...		
...	...	...	27 0	27 8	21 0	120 0	120 0	120 0	...	...	...	Jalaun ...		
...	...	...	22 0	22 13	18 14	160 0	160 0	160 0	9 8	9 8	9 0	Jhánsi ...		
...	...	...	26 0	25 4	23 0	240 0	240 0	240 0	7 0	7 0	7 0	Lalitpur ...		
...	...	...	28 0	27 8	21 0	160 0	140 0	160 0	9 8	9 8	9 0	Cawnpore ...		
...	...	...	31 0	31 0	21 4	160 0	160 0	160 0	8 12	8 12	8 8	Fatehpur ...		
...	...	...	27 8	28 8	20 14	171 4	171 4	180 8	11 4	11 4	10 12	Bánda ...		
...	...	...	28 8	28 8	19 0	100 0	100 0	100 0	8 0	8 0	7 12	Allahabad ...		
...	...	...	26 0	28 0	20 8	140 0	140 0	140 0	...	...	...	Hamírpur ...		
...	...	...	33 14	32 7	20 7	197 12	197 12	169 8	8 6	8 6	7 8	Jaunpur ...		
...	...	...	31 8	29 12	15 12	150 0	150 0	150 0	6 12	6 12	6 0	Gorakhpur ...		
...	...	...	28 12	27 8	15 10	200 0	200 0	160 0	6 9	6 4	6 4	Basti ...		
...	...	...	25 1	23 9	17 0	177 0	177 0	177 0	6 14	6 14	6 14	Azámgarh ...		
...	...	...	30 0	28 0	20 0	120 0	120 0	150 0	8 0	7 8	7 8	Mirzapur ...		
...	...	...	25 3	25 3	18 0	140 0	140 0	120 0	6 4	6 4	6 0	Benares ...		
...	...	...	28 5	28 5	18 10½	180 4	180 4	206 0	7 6	7 6	7 1½	Ghazipur ...		
...	...	...	29 0	28 0	25 8	80 0	80 0	80 0	8 4	8 4	7 12	Delhi *a* ...	Panjab.	
...	...	...	29 0	29 0	27 0	120 0	120 0	120 0	7 8	7 8	7 4	Gurgáon *b* ...		
...	...	...	33 8	34 0	31 0	160 0	160 0	160 0	8 4	8 4	8 4	Karnál *c* ...		
...	...	...	31 0	28 8	29 0	100 0	100 0	100 0	8 0	8 0	8 0	Hissár *d* ...		
...	...	...	27 0	28 0	26 8	120 0	120 0	140 0	7 0	7 0	7 0	Rohtak *e* ...		
...	...	...	33 8	34 0	34 8	160 0	160 0	160 0	40 0	40 0	45 0	Sirsa *a* ...		
...	...	...	37 0	37 0	32 4	120 0	120 0	120 0	9 4	9 4	9 0	Umballa *a* ...		
...	...	...	33 0	33 0	32 0	90 0	90 0	95 0	9 12	9 12	9 8	Ludhiána *a* ...		
...	...	...	22 0	23 0	22 0	100 0	100 0	120 0	8 0	8 0	7 12	Simlá *f* ...		
...	...	...	32 0	33 0	32 8	110 0	110 0	110 0	9 8	9 8	9 8	Jullundur *g* ...		
...	...	...	32 0	32 0	32 0	100 0	90 0	100 0	9 8	9 8	9 8	Hushiárpúr *h* ...		
...	...	...	25 0	26 0	24 0	170 0	160 0	160 0	8 0	8 0	8 8	Kángra *i* ...		
...	...	...	30 4	31 0	32 8	110 0	110 0	110 0	10 4	10 4	10 2	Amritsar *j* ...		
...	...	...	26 0	28 0	31 8	120 0	120 0	120 0	10 0	10 0	10 0	Siálkot *k* ...		
...	...	...	35 0	36 0	35 0	120 0	120 0	120 0	9 8	9 8	9 8	Gurdáspúr *l* ...		
...	...	...	29 0	30 0	25 0	120 0	110 0	90 0	10 0	10 2	10 0	Lahore *m* ...		
...	...	...	35 0	35 0	32 0	140 0	140 0	120 0	10 4	10 4	10 4	Ferozepore *n* ...		
...	...	...	28 0	30 0	34 0	100 0	100 0	100 0	10 4	10 8	10 8	Gujránwála *o* ...		
...	...	...	36 0	40 0	32 0	140 0	140 0	130 0	10 8	10 8	10 12	Ráwalpindi *g* ...		
...	...	...	29 8	29 0	26 0	100 0	100 0	100 0	11 0	11 0	11 0	Jhelum *p* ...		
...	...	...	27 8	28 0	29 8	120 0	120 0	120 0	10 10	10 12	10 12	Gujrát *q* ...		
...	...	...	36 0	40 0	36 0	320 0	320 0	320 0	11 8	11 8	11 8	Shahpúr *r* ...		
...	...	...	24 8	25 0	22 0	100 0	100 0	100 0	10 12	10 12	10 12	Mooltan *a* ...		
...	...	...	28 0	29 0	26 8	240 0	240 0	240 0	11 0	10 8	10 12	Jhang *s* ...		
...	...	...	31 0	30 0	26 0	220 0	220 0	180 0	9 4	9 0	9 0	Montgomery *t* ...		
...	...	...	28 0	29 0	21 0	120 0	120 0	120 0	10 0	10 0	10 0	Muzaffargarh *u* ...		
...	...	...	56 4	52 8	35 0	112 0	112 0	112 0	10 0	10 0	10 0	Dera Ismail Khán *v* ...		
...	...	...	34 6	35 7	17 8	150 0	150 0	150 0	31 4	32 8	28 12	Dera Ghazi Khán *w* ...		
...	...	...	60 0	59 6	42 8	80 0	80 0	80 0	100 0	100 0	100 0	Bannú *x* ...		
...	...	...	29 4	32 8	21 0	104 0	104 0	117 0	59 13	57 3	53 5	Pesháwar *y* ...		
...	...	...	40 13	40 13	29 5	204 0	204 0	178 0	102 0	102 0	102 0	Kohát *z* ...		
...	...	...	30 0	30 0	17 0	130 0	120 0	120 0	9 0	9 0	9 0	Hazárá *a** ...		
40 0*	32 0†	25 0	30 0	30 0	19 0	120 0	120 0	120 0	8 0	8 0	7 8	Lucknow ...	Oudh.	
...	...	...	29 0	29 8	20 0	160 0	160 0	160 0	8 12	8 12	8 8	Unáo ...		
34 0	34 0	17 8	31 0	30 0	16 10	160 0	160 0	120 0	8 0	8 0	5 9	Bára Banki ...		
...	...	...	33 0	33 0	21 8	200 0	200 0	200 0	9 0	9 0	8 4	Sítápur ...		
...	...	...	31 14	31 14	18 10	192 8	192 8	192 8	8 0	8 0	7 4	Hardui ...		
...	36 0	...	35 0	34 0	21 0	200 0	200 0	200 0	8 0	8 0	7 4	Kheri ...		
22 4	21 3	15 8	32 8	31 5	19 10	160 0	140 0	120 0	8 0	8 0	8 0	Fyzabad ...		
45 0	45 0	16 0	40 0	42 0	19 0	240 0	260 0	240 0	7 8	7 8	7 8	Bharaich ...		
46 0‡	37 15§	19 0	34 8	33 2	16 12	170 0	170 0	220 0	8 0	8 0	7 12	Gonda ...		
37 8	37 8	...	36 0	34 0	21 12	200 0	200 0	200 0	8 4	8 4	8 0	Rái Bareli ...		
40 0	40 0	22 0	35 0	35 0	21 8	160 0	160 0	160 0	8 8	8 8	8 4	Sultánpur ...		
37 8	37 8	19 15	34 14	35 0	21 9	200 0	200 0	204 0	7 13	7 13	6 4	Pratábgarh ...		

References.

a. Nearly stationary.
b. Stationary.
c. Barley and bájra falling.
d. Bájra, jowár, and gram falling.
e. Barley, jowár and gram rising.
f. Barley falling; rice and gram rising.
g. Jowár and gram rising.
h. Rice and firewood falling.
i. Wheat and gram rising; barley falling.
j. Wheat rising; jowár falling.
k. Wheat, barley and gram rising rice falling.
l. Wheat, barley, and gram rising.
m. Jowár falling; gram rising.
n. Barley and jowár falling; bájra rising.
o. Wheat and gram rising.
p. Wheat and bájra falling; barley and jowár rising.
q. Barley rising; bájra falling.
r. Barley and gram rising.
s. Wheat, rice and gram rising bájra and jowár falling.
t. Barley and gram falling; wheat and rice rising.
u. Wheat and rice falling; jowár and gram rising.
v. Wheat, jowár and gram falling barley rising.
w. Barley, jowár, and gram rising.
x. Wheat and barley, rising.
y. Wheat, barley and bájra falling; jowár and gram rising.
z. Barley rising.

a Maize or Indian corn.

Description of Lesser Millets.

* Juar khurd. † Bijhra.

Kodon.

Ditto.
Madua.
Kodon.
‡ Kodon, Madua. § Sawan mixed
Sawan.
Ditto.
Birra.

Prices Current of Food-grains throughout

QUANTITIES PER RUPEE

Provinces.	Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Wheat. Corresponding fortnight of 1874.	Barley. Present fortnight.	Barley. Past fortnight.	Barley. Corresponding fortnight of 1874.	Rice (best sort). Present fortnight.	Rice (best sort). Past fortnight.	Rice (best sort). Corresponding fortnight of 1874.	Rice (common). Present fortnight.	Rice (common). Past fortnight.	Rice (common). Corresponding fortnight of 1874.	Great Millet (Cholum, Jowar) *Holcus Sorghum.* Present fortnight.	Great Millet. Past fortnight.	Great Millet. Corresponding fortnight of 1874.	Bulrush Millet (Cumboo, Bajra) *Penicillaria Spicata.* Present fortnight.	Bulrush Millet. Past fortnight.	Bulrush Millet. Corresponding fortnight of 1874.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Central Provinces.	Nagpur ...	23 8	23 0	21 0	...	...	...	9 0	9 0	11 0	13 12	13 12	15 0	35 0	36 0	28 0	...	...	...
	Bhandara ...	25 0	24 0	22 0	...	...	...	10 0	10 0	10 0	18 0	18 0	17 0	29 0	28 0	32 0	...	...	...
	Chanda ...	24 9	24 9	23 0	...	...	...	...	...	...	17 1	15 8	16 4	37 5	38 8	45 0	...	...	...
	Wardha ...	27 0	28 0	22 8	...	...	...	8 12	8 0	8 8	12 0	12 0	11 8	48 0	50 0	38 0	...	...	...
	Balaghat ...	26 0	26 0	24 0	...	...	...	16 0	16 0	14 0	20 0	20 0	18 0	...	...	...	...	...	...
	Jubbulpore ...	31 0	30 0	20 0	27 0	26 0	19 0	13 0	14 0	10 0	17 0	18 0	12 0	34 0	33 0	18 0	18 0	19 0	14 0
	Saugor ...	22 8	22 0	19 0	...	...	...	11 0	9 0	6 0	16 0	13 0	10 0	...	...	...	...	...	...
	Damoh ...	25 0	23 12	21 12	32 0	32 0	35 0	16 0	16 0	10 8	18 0	18 0	12 0	...	...	...	...	...	...
	Seoni ...	38 0	36 0	30 0	...	...	...	12 0	13 0	10 0	24 0	26 0	16 0	...	...	...	...	...	...
	Mandla ...	30 0	35 0	23 0	...	...	...	15 0	15 0	12 0	20 0	20 0	15 0	...	...	...	...	...	...
	Betul ...	29 0	29 0	23 8	...	...	...	14 0	14 0	12 0	15 0	15 0	12 8	32 0	32 0	24 0	...	...	...
	Chindwara ...	32 0	31 0	25 0	...	...	...	10 0	10 0	10 0	12 0	12 0	12 0	38 0	40 0	36 0	...	...	...
	Hoshangabad ...	21 8	20 8	18 0	...	...	...	9 0	9 0	9 0	10 0	10 0	10 0	...	...	...	...	...	...
	Narsinghpur ...	28 0	28 8	19 0	...	...	...	14 0	14 0	9 0	17 0	18 0	11 0	...	...	...	...	...	...
	Nimar ...	16 14	16 10	...	...	...	...	...	...	...	13 2	13 2	...	31 0	31 0	...	32 12	32 12	...
	Raipur ...	48 0	48 0	40 0	...	...	...	22 0	24 0	22 0	34 0	36 0	34 0	...	...	...	...	...	...
	Sambalpur ...	24 0	24 0	21 0	...	...	...	25 0	28 0	28 0	31 8	35 0	35 0	...	...	...	...	...	...
	Bilaspur ...	48 0	45 0	49 0	...	...	...	28 0	32 0	32 0	40 0	40 0	56 0	...	...	...	...	...	...
	Upper Godavery ...	19 0	18 0	18 0	...	...	...	10 0	10 0	10 0	13 0	14 0	14 0	60 0	50 0	49 0	...	...	...
Hyderabad Assigned Districts.	Secunderabad ...	17 7	17 7	13 0	...	...	...	9 3	8 7	8 9	12 8	12 4	10 7	25 5	23 8	24 0	26 1	27 0	23 8
	Bolarum ...	17 7	17 7	14 1	...	...	...	9 8	9 8	9 3	11 3	11 3	9 9	22 9	22 9	22 6	...	...	...
	Chudderghat ...	10 5	13 7	11 5	...	...	...	6 0	6 0	5 7	11 2	11 5	9 0	22 5	21 5	20 0	27 0	27 0	27 0
	Oomraotee ...	22 0	22 0	17 0	15 0	15 0	14 0	8 0	8 0	8 0	10 0	11 0	10 0	44 0	48 0	33 0	28 0	26 0	24 0
	Akola ...	22 0	22 0	20 0	...	...	...	7 0	7 0	8 0	9 0	9 0	10 0	43 0	43 0	30 0	32 0	31 0	28 0
	Elichpur ...	21 0	21 0	17 0	8 0	8 0	8 0	8 0	8 0	8 0	10 0	12 0	12 0	40 0	42 0	28 0	30 0	30 0	26 0
	Buldana ...	20 0	20 0	20 0	...	...	...	...	...	...	11 0	12 0	13 0	40 0	40 0	32 0	38 0	38 0	30 0
	Woon ...	25 0	24 0	21 0	...	...	...	10 0	9 0	11 0	12 0	13 0	12 0	66 0	72 0	53 0	11 0	...	10 0
	Bassim ...	24 0	24 0	23 0	...	...	...	10 0	10 0	10 0	13 5	13 5	12 0	51 5	51 5	51 0	40 0	40 0	31 0
Mysore and Coorg.	Bangalore — Wholesale	12 5	12 7	11 5	12 7	14 0	11 2	11 2	11 7	10 0	16 0	15 5	10 0	25 0	25 0	...	...	...	...
	Bangalore — Retail ...	12 0	12 2	11 0	12 2	13 5	11 0	10 7	11 2	9 5	15 5	15 0	9 5	24 0	24 0	...	...	...	...
	Kolar — Wholesale	...	...	...	12 9	12 9	10 3	17 7	17 7	14 2	22 2	21 6	15 4	...	...	...	...	...	...
	Kolar — Retail ...	...	...	...	12 3	12 3	10 1	17 4	17 4	13 9	21 6	21 1	15 1	...	...	...	...	...	...
	Túmkúr — Wholesale	12 5	12 5	12 5	12 5	12 5	12 5	17 0	17 0	13 0	19 0	19 0	14 5	25 0	25 0	24 0	...	...	...
	Túmkúr — Retail ...	12 0	12 0	12 0	12 0	12 0	12 0	16 0	16 0	12 5	18 0	18 0	14 0	24 0	24 0	22 0	...	...	...
	Mysore — Wholesale	7 7	11 2	11 0	...	...	...	12 3	12 3	11 2	12 6	13 0	11 7	31 4	35 0	...	26 2	26 2	17 2
	Mysore — Retail ...	7 5	11 0	10 4	...	...	...	11 7	12 1	11 0	11 4	12 5	11 0	30 4	30 4	...	25 2	25 2	16 6
	Hassan — Wholesale	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Hassan — Retail ...	11 5	12 5	12 5	12 5	13 7	13 7	13 7	12 5	12 5	14 7	13 7	13 7	...	...	...	...	...	...
	Shimoga — Wholesale	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Shimoga — Retail ...	13 0	13 0	10 0	13 0	13 0	10 0	15 0	16 0	11 0	17 0	18 0	15 0	30 0	30 0	29 0	...	...	...
	Kadur — Wholesale	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Kadur — Retail ...	12 0	12 0	9 0	...	...	...	14 0	14 0	13 0	16 0	16 0	16 0	...	...	...	...	...	...
	Chitaldroog — Wholesale	19 0	19 2	12 0	23 4	23 6	14 5	16 6	16 4	12 0	...	...	14 0	42 0	42 0	43 6	40 2	...	32 0
	Chitaldroog — Retail ...	18 0	18 0	10 0	22 0	22 0	14 0	16 0	16 0	11 0	20 0	20 0	12 0	40 0	40 0	34 0	40 0	40 0	28 0
	Coorg — Wholesale	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Coorg — Retail ...	8 5	9 4	8 3	8 9	7 5	8 7	11 8	10 9	10 5	15 9	15 3	15 9	...	...	...	...	...	...
Rajpootana.	Jaipur ...	16 13	17 0	...	23 0	25 0	...	16 11	6 11	...	9 5	9 0	...	15 4	25 0	...	21 10	22 8	...
	Kishengurh ...	16 0	16 0	...	24 0	24 0	...	8 0	8 0	...	9 0	9 8	...	23 0	23 0	...	21 0	21 0	...
	Alwar ...	22 8	23 8	20 8	31 0	33 0	26 0	6 10	6 10	7 8	10 8	10 0	8 0	32 0	34 0	17 0	29 0	32 0	17 0
	Bhurtpur (City) ...	22 8	22 0	19 0	31 0	30 0	26 8	8 0	8 0	7 0	8 0	11 0	7 12	25 0	26 8	16 0	24 0	25 0	10 4
	Kerowli (City) ...	20 10	20 10	...	30 0	30 0	...	11 4	11 4	...	12 8	12 0	...	31 4	31 4	...	26 14	28 2	...
	Ajmir ...	15 7	15 4	14 0	22 0	23 0	18 12	5 0	5 0	5 0	8 0	8 0	8 8	20 0	19 8	14 0	19 8	20 0	13 2
	Deolie Cantonment ...	No return received			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Erinpura ...	17 8	17 0	15 8	31 0	30 0	22 0	...	...	...	9 4	9 4	7 8	25 0	25 0	18 4	30 0	30 0	19 0
	Sirohi ...	16 8	16 0	15 12	35 0	35 0	27 0	...	...	...	10 0	10 0	10 0	40 0	40 0	20 0	36 0	36 0	21 0
	Aboo ...	15 1	15 10	13 14	21 2	22 0	18 12	...	...	...	8 6	8 4	7 8	...	...	...	26 4	28 0	18 0
	Hilly Tracts of Meywar ...	29 0	28 0	25 0	38 0	40 0	40 0	...	...	...	16 0	16 0	13 0	...	...	...	...	...	...
	Meywar ...	15 10	14 10	14 5	21 0	21 14	19 0	...	...	...	9 8	8 13	9 12	...	...	...	...	...	...
	Banswarra (Meywar Agency)	25 0	25 0	...	...	...	...	7 8	7 8	...	16 4	16 0	...	...	...	...	...	...	...
	Marwar ...	15 0	15 0	...	25 0	25 0	...	5 0	5 0	...	7 8	7 8	...	20 13	20 13	...	21 13	21 13	...
	Bikaneer ...	14 4	14 0	...	18 0	18 0	...	6 0	6 0	...	9 0	9 0	...	22 0	22 0	...	17 0	17 4	...
	Bundi ...	18 8	18 12	16 0	27 0	27 8	20 8	8 0	7 8	8 0	9 0	8 8	9 0	26 4	26 4	15 0	...	...	15 0
	Kota ...	18 8	18 8	16 4	...	...	23 8	9 0	9 2	8 8	10 0	10 0	7 2	23 8	23 8	23 0	...	...	...
	Tonk ...	17 4	19 0	16 0	27 8	31 12	20 8	6 0	6 0	6 0	9 2	12 0	9 0	29 2	31 0	17 8	...	...	...
	Jhallawar ...	...	16 8	15 12	...	22 0	21 0	...	8 8	8 0	...	9 8	9 8	...	19 4	20 0	...	17 0	16 8
	Shahpoora ...	...	16 0	14 4	...	22 0	20 0	...	7 8	7 8	...	10 4	9 8	...	22 0	17 0	...	16 8	14 5
Central India.	Indore ...	15 8	15 12	14 2	...	...	...	9 0	9 0	8 0	11 0	10 0	9 0	21 0	21 0	22 0	22 0	24 0	22 0
	Gwalior ...	15 10	15 6	13 4	20 2	20 2	17 2	6 14	6 14	6 6	8 8	8 4	7 5	19 3	19 7	15 8	19 11	19 11	13 7
	Goona ...	No return received			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Rutlam ...	15 0	15 0	14 8	...	...	...	10 0	10 0	9 4	13 4	14 4	13 12	20 0	21 4	21 0	20 0	20 0	18 1
	Baghelkhund (Sutna) ...	25 8	25 8	17 4	35 0	35 0	20 0	8 0	8 0	7 8	25 0	24 0	16 0	30 0	28 0	...	23 0	24 0	17 0

India for the 2nd half of May 1875—concluded.

IN SEERS OF 80 TOLAHS.

Lesser Millets, Ragi, &c. (Kavaru, Veragoo, Sawee, Cheena, Coraloo, Murhwa, Nuglee) *Panicum Miliaceum, &c.*			Gram.			Firewood.			Salt.			Districts.	Provinces.	Remarks.
Present fortnight.	Past fortnight.	Corresponding fortnight of 1874.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1874.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1874.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1874.			
S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.			
...	...	...	25 0	24 0	23 0	160 0	160 0	160 0	10 0	10 0	9 6	Nagpur ...	Central Provinces.	
...	...	...	25 0	24 0	24 0	...	...	...	9 8	9 8	9 0	Bhandara ...		
...	...	...	28 9	28 9	27 5	480 0	480 0	400 0	9 2	9 2	9 3	Chanda ...		
...	...	...	26 0	23 0	20 0	160 0	200 0	200 0	8 8	10 0	8 0	Wardha ...		
...	...	...	35 0	35 0	24 0	260 0	260 0	240 0	8 0	8 0	8 0	Balaghat ...		
35 0	35 0	...	38 0	37 0	22 0	160 0	160 0	160 0	9 0	8 8	8 4	Jubbulpore ...		
...	...	...	27 0	23 0	21 0	260 0	180 0	200 0	7 8	7 0	7 0	Saugor ...		
...	...	...	33 0	32 8	26 4	280 0	260 0	400 0	7 12	7 12	7 0	Damoh ...		
...	...	...	34 0	34 0	28 0	280 0	280 0	280 0	9 0	9 0	9 0	Seoni ...		
30 0	32 0	20 0	45 0	45 0	31 0	240 0	240 0	240 0	7 0	7 0	7 0	Mandla ...		
23 0	23 0	20 0	27 0	27 0	22 8	280 0	280 0	240 0	8 0	8 0	7 0	Betul ...		
25 0	23 8	22 0	32 0	32 0	31 0	200 0	200 0	250 0	8 0	8 0	8 0	Chindwara ...		
...	...	...	29 8	28 0	...	120 0	120 0	120 0	8 0	9 0	7 0	Hoshangabad ...		
36 0	36 0	29 0	35 0	36 0	22 0	200 0	200 0	160 0	6 0	6 0	6 4	Narsinghpur ...		
...	...	...	21 12	21 12	...	160 0	160 0	...	11 4	11 4	...	Nimar ...		
...	...	...	44 0	46 0	32 0	...	...	...	8 4	8 8	0 8	Raipur ...		
...	...	...	24 0	24 0	16 0	140 0	140 0	200 0	10 0	10 0	6 8	Sambalpur ...		
100 0	100 0	100 0	45 0	42 0	52 0	200 0	200 0	160 0	8 0	8 0	6 0	Bilaspur ...		
...	...	...	28 0	28 0	24 8	1,440 0	1,440 0	1,440 0	10 0	10 0	8 0	Upper Godavery ...		
28 2	28 6	26 2	20 7	20 5	14 8	135 0	136 0	125 0	10 8	10 8	9 0	Secunderabad ...	Haiderabad Assigned Districts.	
...	...	...	18 9	18 9	14 1	112 8	112 8	112 8	10 4	10 4	8 7	Bolarum ...		
...	...	...	19 0	18 2	13 5	130 0	130 0	109 0	10 0	10 2	9 0	Chudderghat ...		
...	...	...	23 0	22 0	18 0	...	...	...	11 0	11 0	10 0	Domraotee ...		
9 0½	9 0½	12 0	23 0	23 0	20 0	106 0¾	106 0¾	64 0	11 0	11 0	8 0	Akola ...		
...	...	...	21 0	21 0	16 0	64 0	64 0	64 0	10 8	10 8	9 0	Elichpur ...		
...	...	...	23 0	23 0	22 0	...	...	...	10 0	11 0	9 0	Buldana ...		
...	...	...	30 0	34 0	21 0	300 0	400 0	267 0	8 0	8 0	7 0½	Woon ...		
20 5	20 5	16 0	27 0	27 0	23 0	90 0	90 0	64 0	8 5	8 5	9 0	Bassim ...		
35 2	32 5	34 7	22 5	24 0	17 7	...	...	...	13 5	13 5	9 2	Bangalore — Wholesale	Mysore and Coorg.	
34 2	31 5	33 7	22 0	23 5	17 2	72 0	72 0	72 0	13 0	13 0	8 7	Bangalore — Retail ...		
45 3	42 2	38 6	30 0	30 9	21 0	...	...	...	14 9	14 9	14 3	Kolar ... — Wholesale		
44 8	41 7	38 4	29 7	30 0	20 7	172 4	172 4	172 4	14 6	14 6	13 8	Kolar ... — Retail ...		
58 0	58 0	58 0	25 0	25 0	23 0	180 0	180 0	182 0	13 0	13 0	13 0	Túmkúr ... — Wholesale		
56 0	56 0	56 0	24 0	24 0	22 0	100 0	100 0	100 0	12 0	12 0	12 0	Túmkúr ... — Retail ...		
31 4	29 7	28 7	25 6	24 5	18 3	78 0	78 0	72 0	8 5	9 8	10 2	Mysore ... — Wholesale		
30 4	28 7	28 3	25 2	24 1	17 7	70 0	70 0	65 0	8 3	9 4	9 8	Mysore ... — Retail ...		
...	...	...	...	...	...	...	...	...	...	...	...	Hassan ... — Wholesale		
32 5	50 5	42 0	23 0	20 0	16 5	150 0	150 0	150 0	9 5	10 5	8 5	Hassan ... — Retail ...		
...	...	...	...	...	...	...	...	...	...	...	...	Shimoga ... — Wholesale		
40 0	40 0	40 0	20 0	22 0	17 0	480 0	480 0	360 0	10 0	10 0	13 0	Shimoga ... — Retail ...		
...	...	...	...	...	...	...	...	...	...	...	...	Kadur ... — Wholesale		
28 0	28 0	32 0	20 0	20 0	14 0	60 0	60 0	60 0	10 0	10 0	11 0	Kadur ... — Retail ...		
...	50 7	54 0	...	29 3	23 0	...	...	...	11 0	11 0	...	Chitaldroog. — Wholesale		
48 0	48 0	48 0	27 0	27 0	22 0	100 0	100 0	100 0	10 0	10 0	10 0	Chitaldroog. — Retail ...		
...	...	...	...	...	...	...	...	...	...	...	...	Coorg ... — Wholesale		
24 4	25 3	35 5	18 3	20 7	15 1	110 0	110 0	110 0	9 5	8 9	10 7	Coorg ... — Retail ...		
...	...	...	20 0	19 8	...	...	...	...	18 0	19 0	...	Jaipur ...	Rajpootana.	
...	...	...	23 0	23 0	...	...	...	...	42 0	42 0	...	Kishengurh ...		
...	...	...	26 0	26 0	25 8	...	...	...	24 8	24 8	23 0	Alwar ...		
29 8	29 12	16 0	28 0	29 0	26 12	100 0	100 0	...	23 0	23 0	21 0	Bhurtpur (City) ...		
25 15	26 8	...	26 0	28 0	...	160 0	160 0	...	30 0	28 12	...	Kerowli (City) ...		
...	...	...	19 11	21 0	18 8	85 0	85 0	110 0	37 8	37 8	40 0	Ajmir ...		
...	...	...	...	...	...	...	...	...	No return received			Deolie Cantonment ...		
...	...	...	20 0	19 8	16 0	200 0	200 0	200 0	40 0	40 0	40 0	Erinpura ...		
...	...	...	21 0	20 8	17 0	240 0	240 0	200 0	60 0	65 0	50 0	Sirohi ...		
...	...	...	15 9	16 12	14 0	100 0	100 0	100 0	36 0	36 0	36 0	Aboo ...		
...	...	...	...	...	...	8 Pie*	9 Pie*	7 Pie*	12 0	11 0	11 0	Hilly Tracts of Meywar...		* Per man's load.
...	...	...	19 1	19 12	16 0	165 0	165 0	165 0	25 12	25 0	29 2	Meywar ...		
...	...	...	30 0	30 0	...	...	...	...	12 8	11 4	...	Banswarra (Meywar Agency)		
...	...	...	15 13	15 13	...	70 0	70 0	...	50 0	50 0	...	Marwar ...		
...	...	...	16 4	16 4	...	95 0	95 0	...	70 0	65 0	...	Bikaneer ...		
...	...	...	...	...	...	160 0	160 0	160 0	32 0	34 0	30 0	Bundi ...		
...	...	...	...	...	...	160 0	160 0	160 0	24 0	24 0	24 0	Kota ...		
...	...	...	...	...	...	165 0	150 0	135 0	36 8	36 0	36 8	Tonk ...		
...	...	...	...	...	...	...	100 0	90 0	...	26 8	27 0	Jhallawar ...		
...	...	...	...	...	...	...	160 0	160 0	...	40 0	35 0	Shahpoora ...		
...	...	...	18 4	18 4	15 0	96 0	96 0	106 8	9 4	9 0	9 8	Indore ...	Central India.	
...	...	...	19 7	19 3	16 11	109 8	109 8	91 4	12 13	12 13	12 13	Gwalior ...		
...	...	...	...	...	...	...	...	...	No return received			Goona ...		
...	...	...	21 12	21 8	17 0	160 0	160 0	160 0	10 12	11 8	12 0	Rutlam ...		
...	...	...	29 8	28 8	18 8	200 0	200 0	200 0	7 14	8 0	7 4	Baghelkhund (Sutna) ...		

A. O. HUME,
Secretary to the Govt. of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE, AGRICULTURE, AND COMMERCE.

Return showing the Quantities of Cotton exported from the several Ports of India to British and Foreign Countries during the month of May 1875.

Names of Ports in India whence Cotton is exported.	Quantities of Cotton exported to: United Kingdom.	Austria.	Belgium.	France.	Germany.	Holland.	Italy.	Russia.	Spain.	Other Countries in Europe.	Mauritius.	Africa and adjacent Islands.	America.	Aden.	Ceylon.	Straits Settlements.	China.	Australia.	Total.
	Cwt. lbs.	Cwt. lbs.	Cwt. lbs.	Cwt. lbs.	Cwt. lbs.	Cwt. lbs.	Cwt. lbs.	Cwt. lbs.	Cwt. lbs.	Cwt. lbs.	Cwt. lbs.	Cwt. lbs.	Cwt. lbs.	Cwt. lbs.	Cwt. lbs.	Cwt. lbs.	Cwt. lbs.	Cwt. lbs.	Cwt. lbs.
Bengal.																			
Calcutta	7,113 84	...	...	6,406 28	...	...	749 32	...	...	...	37 92	...	...	...	...	...	15,296 100	...	29,604 0
Chittagong	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Balasore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cuttack	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Pooree	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Madras.																			
Coconada, Godavery Dist.	4,007 16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4,007 16
Ports of Kistna do.	5,973 24	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5,973 24
Tuticorin, Tinnevelly do.	12,822 56	1,741 8	...	133 104	...	...	4,687 70	...	...	...	...	...	...	...	0 7	...	...	...	19,385 21
Beypore, Malabar do.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ports of Tanjore do.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ports of Madura do.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ports of Vizagapatam do.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ports of South Arcot ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	696 48	...	17,046 48
Madras	14,073 24	...	...	...	...	...	2,276 88	...	...	...	...	...	...	...	...	...	...	...	...
Ganjam	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bombay & Sindh.																			
Bombay	6,16,742 56	35,768 56	13,300 0	1,73,308 56	30,674 0	...	20,853 0	...	...	...	...	22,934 0	...	...	...	...	5,579 0	...	9,19,159 56
Kurrachee	6,457 56	1,974 0	...	12,950 0	...	...	1,505 0	...	...	...	...	...	...	...	...	...	3,209 56	...	26,096 0
Carwar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Vingorla	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Viziadroog	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Burma.																			
Akyab	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13,674 0
Rangoon	13,674 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Moulmein	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tavoy	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kyouk Phyoo ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ports in the Ramree Dist.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total ...	6,80,863 92	39,483 64	13,300 0	1,92,798 76	30,674 0	...	30,071 78	...	...	...	37 92	22,934 0	...	...	0 7	...	24,781 92	...	10,34,943 53

A. O. HUME,
Secretary to the Govt. of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE, AGRICULTURE, AND COMMERCE.

CAPTAIN COUSSMAKER ON THE CULTIVATION AND MANUFACTURE OF TUSSUR SILK.

No. 1520, dated Bombay Castle, the 19th May 1875.

From—W. G. PEDDER, Esq., *Acting Secretary to the Government of Bombay,*

To—*The Secretary to the Government of India.*

IN continuation of this office letter No. 2754, dated 23rd September last, I am directed to forward herewith copy of a letter from Captain Coussmaker, together with samples therein referred to, relating to the cultivation and manufacture of tussur silk.

Dated Westwood, Guildford, Surrey, the 27th February 1875.

From—Captain G. COUSSMAKER, *Assistant Superintendent, Revenue Survey, Southern Mahratta Country,*

To—*The Survey and Settlement Commissioner, Southern Division, Bombay.*

I HAVE the honour of recalling to your memory the fact that in 1872-73 I made sundry reports respecting the domestication of the tussur silkworm, which you kindly forwarded to Government; and in the Government of India's letter No. 264, from A. O. Hume, Esq., C. B., Secretary to the Government of India in the Department of Revenue, Agriculture, and Commerce, to the Chief Secretary to the Government of Bombay, 14th November 1872, and headed *Fibres and Silk*, I was informed that the Government of India will await with interest my further report on the experiments which I proposed to have made in England in regard to the reeling of the cocoons. I therefore now inform you of the result of my investigations respecting tussur silk since I left Bombay.

2. From various causes, chief of which was my want of acquaintances in the mercantile community, many months went by before I could find anybody who knew anything definite about the tussur trade, or who was willing to help me in carrying out experiments which I had in view. Eventually, however, having published a small pamphlet narrating my observations on the natural history of the tussur silkworm, and having joined the Society of Arts, I succeeded in introducing myself to several gentlemen interested in the matter; but the experiments which I wished them to carry out were on so small a scale that I had to wait their convenience.

3. The information which I have collected comes naturally under the heads of (1) The form in which tussur silk has reached the English market; (2) The uses to which it has been put there, including the results obtained in dyeing; (3) The opinions, favourable and otherwise, of the manufacturers about the article; (4) The results of my experiments and the opinions of the manufacturers thereon; (5) The scheme which I recommend to the notice of Government.

4. To take these in detail: (1) The form in which tussur silk has reached the English market. "Tussur," or "Tussore," is the name given to the contents of sundry bales of wild silk, of a fawn colour, which have been imported from Calcutta and various ports of China in the state of "unreeled raw silk," "reeled raw silk," and "fabrics."

(*a*) *Unreeled raw silk.*—By this I mean the pure silk contained in cocoons which have been dissolved, cleansed from all fragments of leaf, worm, and chrysalis, and drawn out so as to show the quality of the fibre. My information regarding this is principally derived from the facts kindly placed at my disposal by the Messrs. Mason, manufacturers of spun silk and pattern spun silk at Lancaster, whose mill I visited. They informed me that they had bought 70,000 lbs. of waste (unreeled raw) wild silk, said to have come from North China, at the rate of 2*s.* and 1*s.* 6*d.* per lb; this they had cleared of the gum, dressed, spun, &c., and made up into a yarn of 2/30-fold. At first there was a good demand for it, and they disposed of a considerable amount at about five times the cost of the raw material, that being about the right margin to allow to cover the expense of the working. Latterly the demand had become less, and they had heard that a large amount of this "waste" had been offered at 7*d.* per lb., and the yarn at 6*s.*; but that this "waste" had arrived in such a dirty condition and was such evident refuse that buyers were shy. They understood that the yarn had been principally worked up into hosiery. It was very strong and soft, but wanted much care in washing, as it was apt to shrink when wet. They had tried to dye the yarn; and found that it took a good green, brown, orange, red, and purple, but not a good black, or any of the lighter shades of yellow and blue. In all cases the colours, although at first bright and glossy, were apt to become dull. Under these circumstances they preferred to work it up in its natural colour. Messrs. Mason could not tell me whether this silk was the produce of *Antheræa Paphia*, or in fact, of any one particular species; but they had been told that in the north of China, a wild silkworm was found upon the oak; and the chemists to whom they had shown their silk thought that they could detect tannin in it, and the conclusion, therefore, that they had come to was that this silkworm in feeding upon the oak leaves had imbibed tannin, and that therefore the silk must always be brown in colour. I consulted Dr. Wallace of Colchester on the subject, and he told me that he considered it very probable, and that most likely Messrs. Mason's silk was the produce of *A. Pernyi*, and not of *A. Paphia*, the Indian tussur moth. On asking these gentlemen how they had treated the silk, they informed me that "in a bucket of boiling water they thoroughly dissolved a pound of soda, and then

pouring this into a boiler containing 200 gallons of water, they boiled it all up, on which the natural impurities of the water rose in a scum to the surface. This they skimmed off carefully, and then put in 14 lbs of hard white curd soap; as soon as this was thoroughly dissolved, they put in 100 lbs of the silk, enclosed by small quantities in bags made of cotton net, to prevent the silk becoming entangled. This water was kept boiling for several hours until the gum was thought to be thoroughly cleared out of the silk, which was then dressed, but some of it, being found to be still foul, was boiled up a second time in the same amount of water, but with only 6 lbs. of soap. This process would, they said, dissolve the gum of every kind of silk; but some kinds of cocoons might require to be boiled longer than others. Messrs. Mason kindly gave me specimens of the above-mentioned wild silk, of which I attach samples to this report.

(*b*) *Reeled raw silk.*—My information concerning this article was principally obtained from the leading member of the Silk Supply Committee of the Society of Arts, Mr. Henry Tucker, of 30, Gresham Street, London, and from the managers of his silk mill at Macclesfield, where I went to see the manufactured articles, and to make enquiries. They kindly showed me several specimens of what they had turned out, and informed me that within the last three years they had received over 150 bales of tussur raw silk, principally from China, at the rate of 6*s.* and 7*s.* per lb.; and also a few bales from India at 9*s.* per lb. (Mr. Tucker informs me that this has now fallen to 5*s.*) This they had manufactured into dress and fancy goods; the dress pieces were about 60 yards long by 2 feet broad, and were sold by them at the wholesale price of 2*s.* to 4*s.* per yard. In some instances they had made them of pure tussur, in others of tussur and silk, and in some again of tussur and cotton, according to the orders which they had received from the retail dealers. At first these fabrics were fashionable and sold well, but latterly great quantities of tussur goods manufactured in China and India had come into the English market, and although these could not be compared in point of brilliancy and finish with what had been manufactured in England, yet they were much cheaper, and at a distance looked much the same, so these, and many other cheap materials of the same peculiar colour as tussur, had helped to lessen their trade, brilliant and beautifully-made though their fabrics were. They too had tried to dye the tussur silk, but had found that the only colours which it would take well were dark green and dark brown; the other colours were all dull and not striking. They could, however, by careful cleaning and a certain amount of bleaching, take a good deal of the original colour out of it, and they preferred to make the dress pieces of the undyed silk, and only to use up dyed silk for small fancy articles as scarves and hair nets. The unmixed tussur fabrics wore and washed much better than those made of the mixed fibres. Mr. Tucker kindly gave me specimens of the tussur silk which he had received and of the fabrics which he had made at his mill; and of these I attach samples to this report.

(*c*) *Fabrics.*—Of these I am sorry to say that I can give no positive information. There is no doubt that many pieces of tussur have been imported from China and from India, and that they are exhibited in the shop windows at prices varying between 1*s.* 6*d.* and 4*s.* the yard, but whether these are made entirely of tussur silk, or of other wild silks, or are mixed fabrics, it is impossible to say. I asked one large firm, who professed to have received a large quantity of genuine tussurs, to put me in the way of obtaining accurate data, and they simply said that "they could not." From independent sources I hear that tussur is not nearly so fashionable now as it was three years back, and that many cheaper articles similar in appearance are used instead.

5. *The opinions favourable and otherwise of the manufacturers about the article*—are that tussur is very strong and durable; great brilliancy can be imparted to it when scientifically manipulated; but, being harsh and fuzzy, it has not the beautiful softness and smoothness of good silk; and in its present state can never show the soft glossiness nor the stiff smoothness so much admired in true silk. Its capriciousness in taking dye; the irregularity and looseness of the reeled fibre; the uneven winding of the skeins; the variety in colour and manner of reeling of the numerous skeins in each bale; and the very bad smell of the bales when opened, are all against it. The tussur trade in England is yet in its infancy, but culture and careful manipulation may do much to remedy the above defects. I am inclined to think that the chief cause of the discolouration of the tussur fibre, and its harshness, is due to what I in my pamphlet, alluded to in paragraph 2 of this report, designate the "*cement*," the account of which I reproduce in order to make my argument clear. All caterpillars, when spinning their cocoons, emit a kind of gum which causes the filaments of the silk to adhere together; but the tussur worm, in addition to this gum, emits a kind of cement which, permeating the whole cocoon, renders it hard and impervious to wet and heat. I think that this cement, chemically acted upon by the atmosphere, stains and renders harsh that which was in its original state pure albumen. This is very evident in a thoroughly dissolved cocoon, where the inside silk will be seen to be nearly white, and the outside of all is dark red, while the intermediate portion varies between these extremes in proportion to its propinquity to either. If therefore the cement be got out of the cocoon as soon as it appears, which might easily be done if the culture of this silkworm were carefully attended to, the silk will be purer and the reeling will be easier to do. It may be that the harshness of the fibre is owing to the leaves of the trees on which the caterpillar feeds: this can only be ascertained through experiments, and here we have an ample field to work in, inasmuch as I have collected evidence of its being found on six kinds of trees in the South Mahratta Country; and in *Silk in India* ten other trees are mentioned as supplying it with food. Again, it may be owing to the size and thickness of the fibre itself. I have carefully examined it through powerful microscopes, and in comparison with that of *Bombyx Mori*, than which it is 2½ times larger, *B. Mori* measuring $\frac{1}{1750}$ inch and *A.*

Paphia $\frac{1}{700}$ inch. I find that this latter appears flatter, more twisted, and has more minute particles (the cement I presume) scattered over the surface. The tussur silkworm, being so much larger, has (I fancy) a different-shaped spinnaret to the ordinary silkworm, and this would be the reason of its silk being flatter. I account for its being twisted by the fact that the caterpillar spins the cocoon in layers of zigzag lines, as explained by me in my pamphlet. If after careful manipulation it be found that these twists are a cause of its being less lustrous, I have no doubt that a little extra rotatory motion imparted to the cocoons at reeling would smooth them out; this again would be another experiment to be tried.

6. *The results of my experiments, and the opinions of the manufacturers thereon.*—I first of all tried to find out whether (*a*) there was a market in England for the cocoons themselves as gathered from the trees. Colonel W. C. Parr, Political Agent at Kutch, who was at that time at home, kindly went to the mill of Messrs. Lister & Co., at Bradford, and made enquiries for me which resulted in the head of that firm (in answer to a letter from me enclosing a sample) advising me to collect as many of the tussur cocoons as I could on my return to India, and to allow the moths to come out, putting by the cocoons until I had collected a ton, when he would be happy to take them from me, giving a fair market value for them, which he would think would be about 2*s.* to 2*s.* 6*d.* per pound; but he would require the large quantity he named; it would not be worth his while to take less than a ton. I can form no opinion as to how long it would take to get together this amount; but the fact remains that this firm of manufacturers can use up the cocoons in their natural state, and it might be worth while to apply to them if any person had a large supply to dispose of.

(*b.*) My next enquiries were directed towards finding out whether there was any possibility of converting my cocoons into unreeled raw silk in England, and I was fortunate enough to get an introduction to Messrs. Satterthwaite, "long and short silk-spinners," of Galgate near Lancaster, and they kindly offered to try whether they could not dissolve the cocoons, convert them into "unreeled raw," and spin them into a yarn. Accordingly, I sent them a few hundred cocoons, some containing live, some dead, chrysalids, others damaged in every way, stained, cut, gnawed by rats and squirrels, and by simply boiling these up with soap, in the manner which Messrs. Mason had described to me, they effectually cleansed this unpromising material, and spun the beautiful two-twenty-fold yarn, of which I enclose a sample. The cocoons were, as I have mentioned, in all conditions, and Messrs. Satterthwaite worked at cleansing them during their spare time, and while the work at their mill was slack, consequently they could not give me any data by which to calculate the cost of converting cocoons into "unreeled raw," or into "spun silk;" but they have kindly offered to work up a large amount, and say that if I could send them a hundred pounds or more, they would then be able to put a definite value on the material in its various stages. Here then is a manufacturing agency willing to work with the Indian producer.

(*c.*) When I began to enquire whether it was possible to have my cocoons converted into reeled raw silk, I was assured on all sides that this could not be done satisfactorily in England; that all the best reeling was done in Italy or in France. In this matter, too, I was fortunate enough to get an introduction to Chevalier G. Jervis, Conservator of the Royal Industrial Museum at Turin, who took a warm interest in the matter, informing me that he was the more ready to do so as his father, the late Colonel Thomas Best Jervis, Bombay Engineers, had taken an interest in this same subject upwards of thirty years ago. I accordingly sent some cocoons to Chevalier Jervis, and he succeeded in getting a spinner to try experiments with them, and reported to me that the result is perfectly satisfactory; that the silk can be wound off the cocoons with ease; that the spinners estimate the cost of converting tussur cocoons into unreeled raw silk at £2 per cwt., and into reeled raw silk at a trifle more, but they have no doubt that eventually they could do it much cheaper after they had perfected the process and adapted the machinery to this particular kind of silk. Chevalier Jervis returned me my silk as "unreeled raw" and "reeled raw," and I attach samples of the same to this report. He concluded with offering to become my channel for Italy, through whom I might have my cocoons worked up. Here then is another manufacturing agency willing to convert tussur cocoons into "unreeled raw" and also into "reeled raw" silk.

(*d.*) When I was at Macclesfield, I called upon Messrs. C. & H. Scanlon, skein-silk dyers, and finding that they were willing to help me in carrying out further experiments, I sent them some of the yarn which Messrs. Satterthwaite had spun for me; and this they kindly dyed "dahlia," "scarlet," "black," "sultan," "blue," and "violet," and gave it as their opinion that tussur will not dye colours so fine, rich, and bright as China silk. I send samples of what they have done, and must own that I am much disappointed, for the dyed yarn is much less lustrous than the original silk itself. This, however, quite coincides with what both Mr. Tucker and Messrs. Mason had told me, and plainly shows that we have not yet succeeded in getting tussur silk pure and colourless as it is when it first issues from the silkworm's spinnarets. Up to this time my idea always had been that the harshness and discolouration of the fibre, and its inability to take all dyes, were owing to the caustic solvents used by the natives of India when reeling it off, but we now see the same results with silk which has been treated with pure curd soap as a solvent, so, as I have before said, the first thing to do is to get the silk free from the "cement" as soon as possible.

(*e.*) I called upon Mr. Tucker at his London house and showed him the specimens of the tussur silk which had been reeled at Dharwar, and also the fabrics which had been woven there for me; the silk which had been reeled for me at Turin; and the yarn which had been spun for me at Galgate. He said that he considered the Dharwar specimens as fully equal to anything of the kind which he had received from India or China; that the reeled raw

silk from Turin would be worth from 1*s.* to 2*s.* per lb more; and, having kindly had the yarn woven into a cloth so as to be able to give an opinion on it, he said that "as a plain fabric it is a strong serviceable material, with a certain amount of glossiness about it; that, inasmuch as it washes" well, and does not readily catch fire, it would be invaluable for children's and young people's dresses; but still it does not look like silk, has more the appearance of alpaca, and at a little distance has a very ordinary look, and it is not an article that would meet with a ready sale in England, as it still has the crisp feeling of tussur without the smooth stiffness of silk, and although by using soap alone for a solvent, instead of a caustic, some of the harshness has been got rid of, still the objectionable fuzziness remains. As regards colour, that is, he assures me, a matter of no consequence, for it can easily be made less pronounced than in this sample; but judging from what he sees of it, now that it has been made up as a dress piece, he does not think that this is the use to which purchasers of the yarn would put it; but he has no doubt that the yarn would meet with a ready market, and that its value would be about the same as the best "reeled raw" tussur. In conclusion, he strongly urged me to investigate the matter of the "cement" fully, and to collect it, as it oozes from the freshly-spun cocoons, and then have it analysed; from this we should be able to prove whether, so doing, we could obtain a purer and more valuable fibre. I enclose a sample of the cloth woven from the yarn.

7. *The scheme which I recommend to the notice of Government*—I think that I have clearly shown what is the present position of tussur silk in the English market, and in what manner attempts should be made to better that position. There is no doubt that this silkworm is indigenous to a large portion of the Bombay Presidency, and the question is, whether the culture of it on a large scale would prove remunerative? I believe that large quantities could be easily raised, and in my pamphlet I have attempted to show what natural peculiarities of the insect should be studied. It feeds upon common trees which require no irrigation nor expense in cultivation; the best time for collecting the cocoons from the jungle would be from the beginning of December to the end of April (I only speak about the country in which I myself have seen them); and I should propose to send specimen cocoons to the various collectors and forest officers, whose districts include the jungles of the ghâts between Tanna and Coompta, and ask them to give them to their mamledars and overseers, directing them to show them to the villagers, and informing them that there was a demand for similar cocoons, to find out at what price they could be collected, say 200 or 300 for the rupee. A central depôt should be established at Satara; and the officer in charge should periodically visit the mamledars and the villages where the cocoons might be collected between these months of December and April, pay for the cocoons, and taking them to the depôt, sort them, and select those which were to be kept for breeding purposes, and those which were to be converted into unreeled raw silk, and those which were to be sold in the bulk. I name Satara as the best station for the depôt, as it is about central, and has besides a great quantity of "nandrook" (*Ficus Benjamica*) trees planted about it, the leaves of which are, in my opinion, a very good, if not the best, food for the worms. There is besides a good deal of rough grazing land about, on which, I dare say, some more of these common hardy trees may be planted. From May to the end of November the rearing of the worms would take place, and I recommend that great care should be taken to clear the cocoons of the cement as thoroughly as possible, as soon as it was seen oozing through the silk; and that the cocoons should be finally baked, until the worms were thoroughly desiccated, when they might be stowed away for the winter. The supply obtained might be worked up for the first few years in England and Italy, but after the experiment was thoroughly proved and found to be successful, I expect that the manufacturing processes could be carried on in our own presidency, where so many mills have lately been erected for spinning and weaving purposes. Such are the outlines of the scheme which I submit to the favourable notice of Government. To enter into all the details about collecting, breeding, and rearing the silkworms, preparing the cocoons for the market, &c., would greatly amplify this report. If, however, Government should take the matter into its serious consideration, I would be happy to attempt to particularize each detail. I cannot guarantee that the culture of the tussur silkworm would prove a financial success, still I myself am very sanguine on the subject, and can only point out the measures which I should propose to adopt; and nothing but experiments and careful observation can prove whether these are the best or no. I think that everybody will allow that it is the duty of each servant of Government to point out the methods by which neglected natural products may be utilised, and fresh means of earning their livelihood be placed before the masses.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

No. VII of 1875.

APPROXIMATE STATEMENT OF GROSS RECEIPTS ON INDIAN RAILWAYS.

Latest return received.	Railways.	For week ending 21st February 1874.	For week ending 20th February 1875.	Total from 1st January to 21st February 1874.	Total from 1st January to 20th February 1875.	Total increase in 1875.	Total decrease in 1875.
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	Guaranteed.						
15th May 1875	East Indian, Main	8,23,980	5,95,192	57,41,160	41,78,353	...	15,62,807
15th ditto ...	Ditto, Jubbulpoor	63,817	66,592	3,39,717	3,54,940	15,223	
8th ditto ...	Eastern Bengal ...	85,267	60,143	5,10,149	4,01,638	...	1,08,511
24th Apl. 1875	Oudh and Rohilkhund ...	36,353	50,022	2,13,549	3,69,775	1,56,226	...
8th May 1875	Sindh, Punjab, & Delhi ...	3,07,408	1,06,062	11,24,177	8,13,883	...	3,10,294
1st ditto ...	Madras ...	1,18,589	1,23,978	8,85,569	8,21,152	...	64,417
8th ditto ...	South Indian ...	16,179	16,659	1,30,943	1,17,994	...	12,949
15th ditto ...	Great Indian Peninsula ...	5,89,830	6,31,595	37,24,117	39,64,389	2,40,272	...
8th ditto ...	Bombay, Baroda, & Central India ...	1,24,685	1,38,498	7,81,697	8,86,913	1,05,216	...
	TOTAL ...	21,66,108	17,88,741	1,34,51,078	1,19,09,037	...	15,42,041
	State.						
15th May 1875	Calcutta and South-Eastern ...	1,945	2,138	15,597	14,673	...	924
15th ditto ...	Nulhattee ...	1,908	1,949	12,621	12,280	...	341
8th ditto ...	Rajpootana ...	6,206	31,064	42,926	1,98,878	1,55,952	...
8th ditto ...	Holkar ...	1,247	7,132	2,609*a*	38,077	35,468	...
27th Feb. 1875	Khamgaon ...	1,269	2,703	7,200	12,150	4,950	...
27th ditto ...	Oomraotee ...	1,130	2,092	7,142	13,684	6,542	...
27th ditto ...	Wardha Valley ...	1,033	505	3,026*a*	7,631	4,605	...
13th ditto ...	Nizam's ...	...	...*b*	...	59,181*c*	59,181	...
15th May 1875	Tirhoot ...	...	1,521*d*	...	1,521	1,521	...
	TOTAL ...	14,738	49,104	91,121	3,58,075	2,66,954	...
	GRAND TOTAL ...	21,80,846	18,37,845	1,35,42,199	1,22,67,112	...	12,75,087

a Total receipts from 1st to 21st February 1874.
b Return not received from G. I. P. Railway Company.
c Total receipts from 1st January to 13th February 1875.
d Receipts for the week ending 20th February 1875.

No. VIII of 1875.

APPROXIMATE STATEMENT OF GROSS RECEIPTS ON INDIAN RAILWAYS.

Latest return received.	Railways.	For week ending 28th February 1874.	For week ending 27th February 1875.	Total from 1st January to 28th Feb. 1874.	Total from 1st January to 27th Feb. 1875.	Total increase in 1875.	Total decrease in 1875.
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	Guaranteed.						
15th May 1875	East Indian, Main ...	8,98,598	6,75,374	66,39,758	48,53,727	...	17,86,031
15th ditto ...	Ditto, Jubbulpoor	59,116	60,636	3,98,833	4,15,576	16,743	...
8th ditto ...	Eastern Bengal ...	82,160	65,136	5,92,309	4,66,774	...	1,25,535
24th Apl. 1875	Oudh and Rohilkhund	33,550	53,008	2,47,099	4,22,783	1,75,684	...
8th May 1875	Sindh, Punjab, & Delhi	1,93,526	1,19,243	13,17,703	9,33,126	...	3,84,577
1st ditto ...	Madras ...	1,01,476	1,31,264	9,87,045	9,52,416	...	34,629
8th ditto ...	South Indian ...	17,045	18,513	1,47,988	1,36,507	...	11,481
15th ditto ...	Great Indian Peninsula	5,77,353	6,32,290	43,01,470	45,96,679	2,95,209	...
8th ditto ...	Bombay, Baroda, and Central India ...	1,27,397	1,73,227	9,09,094	10,60,140	1,51,046	...
	TOTAL ...	20,90,221	19,28,691	1,55,41,299	1,38,37,728	...	17,03,571
	State.						
15th May 1875	Calcutta and South-Eastern ...	3,459	2,263	19,056	16,936	...	2,120
15th ditto ...	Nulhattee ...	2,180	2,037	14,801	14,317	...	484
8th ditto ...	Rajpootana ...	6,481	34,568	49,407	2,33,446	1,84,039	...
8th ditto ...	Holkar ...	1,120	6,267	3,729*a*	44,344	40,615	...
27th Feb. 1875	Khamgaon ...	1,712	2,761	8,912	14,911	5,999	...
27th ditto ...	Oomraotee ...	1,190	1,837	8,332	15,522	7,190	...
27th ditto ...	Wardha Valley ...	692	646	3,718*a*	8,278	4,560	...
13th ditto ...	Nizam's ...	...	...*b*	...	59,181*c*	59,181	...
15th May 1875	Tirhoot ...	...	1,225	...	2,746*d*	2,746	...
	TOTAL ...	16,834	51,604	1,07,955	4,09,681	3,01,726	...
	GRAND TOTAL ...	21,07,055	19,80,295	1,56,49,254	1,42,47,409	...	14,01,845

a Total receipts from 1st to 28th February 1874.
b Return not received from G. I. P. Railway Company.
c Total receipts from 1st January to 13th February 1875.
d Total receipts from 14th to 27th February 1875.

No. IX of 1875.

APPROXIMATE STATEMENT OF GROSS RECEIPTS ON INDIAN RAILWAYS.

Latest return received.	Railways.	For week ending 7th March 1874.	For week ending 6th March 1875.	Total from 1st January to 7th March 1874.	Total from 1st January to 6th March 1875.	Total increase in 1875.	Total decrease in 1875.
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	Guaranteed.						
15th May 1875	East Indian, Main ...	8,31,388	6,37,250	74,71,146	54,91,076	...	19,80,070
15th ditto ...	Ditto, Jubbulpoor ...	46,258	54,557	4,45,092	4,70,133	25,041	...
8th ditto ...	Eastern Bengal ...	91,276	57,808	6,83,585	5,24,582	...	1,59,003
24th Apl. 1875	Oudh and Rohilkhund	29,325	57,632	2,76,425	4,80,416	2,03,991	...
8th May 1875	Sindh, Punjab, & Delhi	2,30,465	1,42,706	15,48,169	10,75,832	...	4,72,337
1st ditto ...	Madras ...	1,07,318	1,19,739	10,94,362	10,72,155	...	22,207
8th ditto ...	South Indian ...	15,504	19,209	1,63,492	1,55,716	...	7,776
15th ditto ...	Great Indian Peninsula	5,17,742	6,16,643	48,19,211	52,13,323	3,94,112	...
8th ditto ...	Bombay, Baroda, and Central India ...	1,20,146	1,69,187	10,29,240	12,29,326	2,00,086	...
	TOTAL ...	19,89,422	18,74,831	1,75,30,722	1,57,12,559	...	18,18,163
	State.						
15th May 1875	Calcutta and South-Eastern ...	1,958	3,145	21,015	20,081	...	934
15th ditto ...	Nulhattee ...	2,102	2,812	16,904	17,129	225	...
8th ditto ...	Rajpootana ...	4,964	33,235	54,371	2,66,681	2,12,310	...
8th ditto ...	Holkar ...	1,067	5,696	4,796*a*	50,040	45,244	...
27th Feb. 1875	Khamgaon ...	1,488	...*b*	10,400	14,911*c*	4,511	...
27th ditto ...	Oomraotee ...	992	...*b*	9,324	15,522*c*	6,198	...
27th ditto ...	Wardha Valley ..	733	748	4,452*a*	9,026	4,574	...
13th ditto ...	Nizam's ...	...	...*b*	...	59,181*d*	59,181	...
15th May 1875	Tirhoot ...	...	1,369	...	4,115*e*	4,115	...
	TOTAL ...	13,304	47,005	1,21,262	4,56,686	3,35,424	...
	GRAND TOTAL ...	20,02,726	19,21,836	1,76,51,984	1,61,69,245	...	14,82,739

(*a*) Total receipts from 1st February to 7th March 1874.
(*b*) Return not received from G. I. P. Railway Company.
(*c*) Total receipts from 1st January to 27th February 1875.
(*d*) Total receipts from 1st January to 13th February 1875.
(*e*) Total receipts from 14th February to 6th March 1875.

No. X of 1875.

APPROXIMATE STATEMENT OF GROSS RECEIPTS OF INDIAN RAILWAYS.

Latest return received.	Railways.	For week ending 14th March 1874.	For week ending 13th March 1875.	Total from 1st January to 14th March 1874.	Total from 1st January to 13th March 1875.	Total increase in 1875.	Total decrease in 1875.
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	Guaranteed.						
15th May 1875	East Indian, Main ...	8,41,826	6,32,725	83,12,972	61,23,802	...	21,89,170
15th ditto ...	Ditto, Jubbulpoor ...	57,146	59,164	5,02,238	5,29,297	27,059	...
8th ditto ...	Eastern Bengal	92,155	55,312	7,75,740	5,79,894	...	1,95,846
24th Apl. 1875	Oudh and Rohilkhund	29,173	60,208	3,05,598	5,40,624	2,35,026	...
8th May 1875	Sindh, Punjab, & Delhi	2,01,190	1,58,060	17,49,359	12,33,892	...	5,15,467
1st ditto ...	Madras ...	1,18,699	1,26,599	12,13,060	11,98,754	...	14,306
8th ditto ...	South Indian ...	16,001	18,715	1,79,494	1,74,431	...	5,063
15th ditto ...	Great Indian Peninsula	6,19,770	6,32,264	54,38,981	58,45,587	4,06,606	...
8th ditto ...	Bombay, Baroda, and Central India ...	1,43,933	1,63,831	11,73,173	13,93,157	2,19,984	...
	TOTAL ...	21,19,893	19,06,878	1,96,50,615	1,76,19,438	...	20,31,177
	State.						
15th May 1875	Calcutta and South-Eastern ...	1,969	2,260	22,984	22,341	...	643
15th ditto ...	Nulhattee ...	1,769	2,213	18,673	19,343	670	...
8th ditto ...	Rajpootana ...	5,710	35,108	60,081	3,01,789	2,41,708	...
8th ditto ...	Holkar ...	1,002	6,319	5,798*a*	56,359	50,561	...
27th Feb. 1875	Khamgaon ...	1,665	...*b*	12,065	14,911*c*	2,846	...
27th ditto ...	Oomraotee ...	1,324	...*b*	10,648	15,522*c*	4,874	...
27th ditto ...	Wardha Valley ...	927	575	5,379*a*	9,601	4,222	...
13th ditto ...	Nazam's ...	...	...*b*	...	59,181*d*	59,181	...
15th May 1875	Tirhoot ...	...	1,259	...	5,374*e*	5,374	...
	TOTAL ...	14,366	47,734	1,35,628	5,04,421	3,68,793	...
	GRAND TOTAL ...	21,34,259	19,54,612	1,97,86,243	1,81,23,859	...	16,62,384

(*a*) Total receipts from 1st February to 14th March 1874.
(*b*) Return not received from G. I. P. Railway Company.
(*c*) Total receipts from 1st January to 27th February 1875.
(*d*) Total receipts from 1st January to 13th February 1875.
(*e*) Total receipts from 14th February to 13th March 1875.

No. XI OF 1875.

APPROXIMATE STATEMENT OF GROSS RECEIPTS ON INDIAN RAILWAYS.

Latest return received.	Railways.	For week ending 21st March 1874.	For week ending 20th March 1875.	Total from 1st January to 20th March 1874.	Total from 1st January to 20th March 1875.	Total increase in 1875.	Total decrease in 1875.
	Guaranteed.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
15th May 1875	East Indian, Main ...	9,16,436	6,94,541	92,29,408	68,18,342	...	24,11,066
15th ditto ...	Ditto Jubbulpore ...	65,506	56,788	5,67,744	5,86,085	18,341	...
8th ditto ...	Eastern Bengal ...	83,833	49,643	8,59,574	6,29,537	...	2,30,037
24th Apl. 1875	Oudh and Rohilkhund	33,877	54,467	3,39,475	5,95,092	2,55,617	...
8th May 1875	Sindh, Punjab, & Delhi	2,07,810	1,52,875	19,57,170	13,86,767	...	5,70,403
1st ditto ...	Madras ...	1,06,381	1,20,428	13,19,441	13,19,182	...	259
8th ditto ...	South Indian ...	16,128	18,017	1,95,621	1,92,447	...	3,174
15th ditto ...	Great Indian Peninsula	6,26,254	6,77,399	60,65,235	65,22,986	4,57,751	...
8th ditto ...	Bombay, Baroda, and Central India ...	1,61,185	1,74,404	13,34,358	15,67,561	2,33,203	...
	TOTAL ...	22,17,410	19,98,562	2,18,68,026	1,96,17,999	...	22,50,027
	State.						
15th May 1875	Calcutta and South-Eastern ...	1,914	2,142	24,898	24,483	...	415
15th ditto ...	Nulhattee ...	2,000	1,967	20,673	21,309	636	...
8th ditto ...	Rajpootana ...	6,398	38,306	66,479	3,40,095	2,73,616	...
8th ditto ...	Holkar ...	815	6,042	6,613*a*	62,401	55,788	...
27th Feb. 1875	Khamgaon ...	1,850	...*b*	13,915	14,911*c*	996	...
27th ditto ...	Oomraotee ...	1,324	...*b*	11,972	15,522*c*	3,550	...
27th ditto ...	Wardha Valley ...	803	1,357	6,182*a*	10,958	4,776	...
13th ditto ...	Nizam's ...	...	...*b*	...	59,181*d*	59,181	...
15th May 1875	Tirhoot ...	...	946	...	6,320*e*	6,320	...
	TOTAL ...	15,104	50,760	1,50,732	5,55,180	4,04,448	...
	GRAND TOTAL ...	22,32,514	20,49,322	2,20,18,758	2,01,73,179	...	18,45,579

(*a*) Total receipts from 1st February to 21st March 1874.
(*b*) Return not received from G. I. P. Railway Company.
(*c*) Total receipts from 1st January to 27th February 1875.
(*d*) Total receipts from 1st January to 13th February 1875.
(*e*) Total receipts from 14th February to 20th March 1875.

No. XII OF 1875.

APPROXIMATE STATEMENT OF GROSS RECEIPTS ON INDIAN RAILWAYS.

Latest return received.	Railways.	For week ending 28th March 1874.	For week ending 21th March 1875.	Total from 1st January to 28th March 1874.	Total from 1st January to 27th March 1875.	Total increase in 1875.	Total decrease in 1875.
	Guaranteed.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
15th May 1875	East Indian, Main ...	8,80,210	5,40,043	1,01,09,618	73,58,385	...	27,51,233
15th ditto ...	Ditto Jubbulpore ...	64,058	47,730	6,31,802	6,33,816	2,014	...
8th ditto ...	Eastern Bengal ...	91,620	54,464	9,51,194	6,84,000	...	2,67,194
24th Apl. 1875	Oudh and Rohilkhund	51,908	47,489	3,91,382	6,42,580	2,51,198	...
8th May 1875	Sindh, Punjab, & Delhi	2,18,919	1,61,057	21,76,088	15,47,824	...	6,28,264
1st ditto ...	Madras ...	1,03,013	1,11,262	14,22,454	14,30,444	7,990	...
8th ditto ...	South Indian ...	17,428	20,943	2,13,050	2,13,391	341	...
15th ditto ...	Great Indian Peninsula	6,27,062	5,10,413	66,92,297	70,33,399	3,41,102	...
8th ditto ...	Bombay, Boroda, and Central India ...	1,72,525	1,48,839	15,06,883	17,16,400	2,09,517	...
	TOTAL ...	22,26,743	16,42,240	2,40,94,768	2,12,60,239	...	28,34,529
	State.						
15th May 1875	Calcutta and South-Eastern ...	2,106	1,909	27,003	26,392	...	611
15th ditto ...	Nulhattee ...	1,558	1,553	22,231	22,863	632	...
8th ditto ...	Rajpootana ...	6,270	35,068	72,749	3,75,163	3,02,414	...
8th ditto ...	Holkar ...	802	8,069	7,415*a*	70,470	63,055	...
27th Feb. 1875	Khamgaon ...	1,839	...*b*	15,754	14,911*c*	...	843
27th ditto ...	Oomraotee ...	1,446	...*b*	13,419	15,522*c*	2,103	...
27th ditto ...	Wardha Valley ...	885	679	7,067*a*	11,637	4,570	...
13th ditto ...	Nizam's ...	...	...*b*	...	59,181*d*	59,181	...
15th May 1875	Tirhoot ...	...	842	...	7,162*e*	7,162	...
	TOTAL ...	14,906	48,120	1,65,638	6,03,301	4,37,663	...
	GRAND TOTAL ...	22,41,649	16,90,360	2,42,60,406	2,18,63,540	...	23,96,866

(*a*) Total receipts from 1st February to 28th March 1874.
(*b*) Return not received from G. I. P. Railway Company.
(*c*) Total receipts from 1st January to 27th February 1875.
(*d*) Total receipts from 1st January to 13th February 1875.
(*e*) Total receipts from 14th February to 27th March 1875.

No. XIII of 1875.

APPROXIMATE STATEMENT OF GROSS RECEIPTS ON INDIAN RAILW

Latest return received.	Railways.	For week ending		Total from 1st January		Total increase in 1875.	Tota
		4th April 1874.	3rd April 1875.	to 4th April 1874.	to 3rd April 1875.		
		Rs.	Rs.	Rs.	Rs.	Rs.	
	Guaranteed.						
15th May 1875	East Indian, Main ...	8,93,293	6,52,271	1,10,02,911	80,10,656	...	2
15th ditto	Ditto, Jubbulpoor	66,791	51,942	6,98,593	6,85,758	...	
8th ditto	Eastern Bengal ...	1,05,406	71,850	10,56,600	7,55,851	...	
24th Apl. 1875	Oudh and Rohilkhund	47,378	91,000	4,38,761	7,33,580	2,94,819	
8th May 1875	Sindh, Punjab & Delhi	1,82,299	2,22,409	23,58,387	17,70,233	...	
1st ditto	Madras ...	1,04,867	1,18,390	15,27,321	15,48,834	22,513	
8th ditto	South Indian ...	18,787	19,232	2,31,837	2,32,622	785	
15th ditto	Great Indian Peninsula	5,29,397	5,62,178	72,21,694	75,95,576	3,73,882	
8th ditto	Bombay, Baroda and Central India ...	1,82,240	1,71,641	16,89,123	18,88,042	1,98,919	
	TOTAL ...	21,30,458	19,60,913	2,62,25,227	2,32,21,152	...	3
	State.						
15th May 1875	Calcutta and South-Eastern ...	3,420	3,027	30,423	29,419	...	
15th ditto	Nulhatee ...	1,607	1,803	23,838	24,665	827	
8th ditto	Rajpootana ...	6,837	36,497	79,586	4,11,660	3,32,074	
8th ditto	Holkar ...	1,172	6,096	8,588*a*	76,566	67,978	
27th Feb. 1875	Khamgaon ...	1,526	...*b*	17,280	14,911*c*	...	
27th ditto	Oomraotee ...	1,114	...*b*	14,533	15,522*c*	989	
27th ditto	Wardha Valley ...	564	1,238	7,631*a*	12,875	5,244	
13th ditto	Nizam's ...	...	...*b*	...	59,181*d*	59,181	
15th May 1875	Tirhoot ...	...	4,612	...	11,774*e*	11,774	
	TOTAL ...	16,240	53,273	1,81,879	6,56,573	4,74,694	
	GRAND TOTAL ...	21,46,698	20,14,186	2,64,07,106	2,38,77,725	...	2

(*a*) Total receipts from 1st February to 4th April 1874.
(*b*) Return not received from G. I. P. Railway Company.
(*c*) Total receipts from 1st January to 27th February 1875.
(*d*) Total receipts from 1st January to 13th February 1875.
(*e*) Total receipts from 14th February to 3rd April 1875.

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